



THE INSIDE TRACK TO *FURIOUS 7*

SUPER STREET

Rebecca Garcia



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■ OH, HI!






ROAD TRIP

1,225 miles with a few friends. More on Targa Trophy MegaRun, p. 56.

Photo: Mo Satarzadeh



■ OH, HEYO!

**PEACHES
AND CREAM**

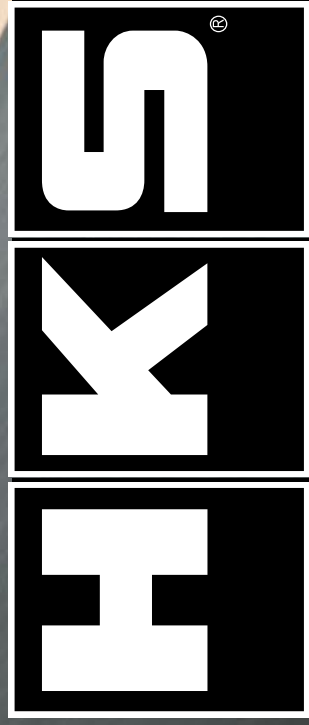
Introducing this
sweet Georgia peach,
Rebecca Garcia. See
her full feature, p. 46.

Photo: Randy Ly

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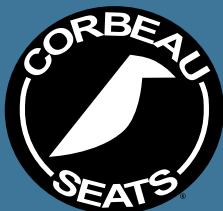
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THE REFRESH ISSUE

Notice anything different? After years of begging our bosses on our hands and knees, we finally got a li'l nicer paper for the newsstand copy of the magazine. The blacks are blacker, whites whiter, and the pages are thicker. Maybe you won't be inclined to leave us around the toilet as much, but either way, we hope you enjoy the new feel! If you're a regular reader, you'll also notice a refresh in the way the mag has been laid out. With an updated design and structure, we're packing more stories into an issue than ever before while still highlighting the best events and most relevant news that we think you'll care about. However, if you're looking for a specific photo from a car show or get-together, or maybe a closer look at detailed image we didn't have space for in the mag, you can find everything in high resolution at superstreetonline.com. So raise your cups, cheers, and enjoy the new issue. It's our ongoing goal to evolve, not just the magazine but also the brand as a whole, and give you the latest and greatest content in the best way possible.

Last but not least, I want to high-five a couple members of the *Super Street* team. Thank you to our art director Bernice for pumping out a fresh redesign of the magazine—in only a couple weeks, I might add! Also, mad props to Ryan Lugo, the art director of *Hot Rod*. We stole him for a couple weeks to help give you guys one of the sexiest covers and cover features in *Super Street* history!

Sam Du
Editor-in-Chief

SAM'S TOP 3 MUST READ STORIES

1. SCION TUNER CHALLENGE FR-S

The Vegas hangover is finally over and we've finally gotten off our asses to show you our Scion FR-S built for SEMA '14. It wasn't an easy task as you'll see, but we finished the car in the nick of time thanks to one awesome team. For '15, we'll be bringing the FR-S to a few select shows, so be on the lookout! **p. 38**



2. NEED FOR TOP SPEED

Head-to-head, straight-line racing is nothing new, but now you can do it in a controlled environment, and it lasts longer than a quarter-mile! Variations of top speed shootouts are sweeping the world and staffer Sean Russell explains why half-mile action might be for you. **p. 32**



3. FURIOUS 7

It was '01... I was a broke high school graduate and didn't own a project car worth bragging about; however, I loved everything about modified cars. That summer, I remember hitting up the movies on one particular Friday to watch the first screening of *The Fast and Furious*. While the movie had plenty of inaccuracies and cheesiness to it, we couldn't stop quoting and laughing about our favorite Brian O'Conner and Dominic Toretto lines. And thanks to the film, some people who might not have been into cars before were hooked, for example our young padawan Jofel. Nearly 14 years have passed since that day and Universal is about to release *Furious 7*. In this issue, former *Import Tuner* editor Luke Munnell tracked down members of the movie's production team to give you a couple exclusive interviews, plus a preview of the latest film's cars. I admit, they aren't anything we would typically throw in the mag, but if you've followed the series and appreciate the film for what it is, you'll enjoy what we have in store. **p. 16**



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>WHAT WE DID THIS MONTH?

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SAM DU @duspeed



At first, I was excited to drive Bernardo Pena's GT-R from L.A. to Vegas...



But then... #nofrontplate #targetrophy



Super Bowl XLIX with my bro. #gohawks

SEAN RUSSELL @sea_russell



Supercross Anaheim season opener packed the house more than baseball.



Learning to fly serious drones to up our video game!



Had to babysit George this weekend—he's part Ewok.

MIKE SABOUNCHI @mykalfakerich



After taking this shot, I was coughing for 30 minutes. I hope I get worker's comp for this!



About to fight over who gets to jump the FJ first once the new motor is in.



Don't go chasing waterfalls.

JOFEL TOLOSA @jofeltolosa



Attempted to do CicLAvia, but my bike broke.



Dude's Night Out—holiday edition!

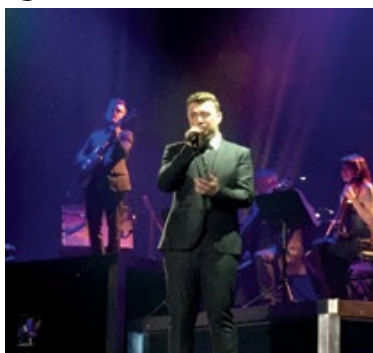


If you find yourself in central Cali and want Filipino bread, this is the place to go! #filbakeshop

BERNICE GUEVARRA @bpgdesign



Aiden is the cutest! #awwpuppers



Sam Smith is the cutest!



These kids are the cutest! #kenya #tbt #epicvacation



PARADOXES

We live in a world of paradoxes, and by no means are we talking about the awkwardly complex tweets of Jayden Smith. As humans, we are motivated by status of pack animals. People usually want to be socially accepted, yet also be unique and different. Nowadays, it's cool to hate on what's popular, for example Rocket Bunny, Liberty Walk, and stance. Another paradox comes from Ferdinand Porsche, an automotive engineering genius who established...yes, you guessed it, the Porsche car company. Without his efforts, we wouldn't be seeing the brilliant Porsche 911s, 918 Spyders, or Carrera GTs on the road. However, he was also the man responsible for creating the Volkswagen Beetle. See that as you will.

Then there are the JDM and USDM paradoxes. Here in the States, we love Japanese style and parts. Your car is dope if you have parts or wheels made in Japan. But is it so wrong to rock a part made from the good old USA? I think not. Check out the supercharger kits made for the FR-S such as Vortech, Jackson Racing, and Innovate. They all have proven power gains, but because it's made in America, it's not JDM, therefore it's not cool to some. Hell, the Cusco supercharger kits use a Sprintex supercharger as a base—a company based in Australia. I'm positive that if you hit a pothole hard enough, a so-called real wheel will definitely break. It's no secret that foreigners also influence the Japanese—USDM parts, style, and drag racing are all big in Japan.

My point is...build your car according to your preference. Yes, you will get hated on and you might not become Internet famous, but you'll be happier you did it your way. At the end of the day, you might have something so unique that it lands on the pages of *Super Street*. Good luck.

Jofel Tolosa
Staff Editor



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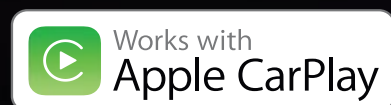
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Are You Connected?

Pioneer keeps you connected in more ways than one with NEX.



Smartphones may have put the power in your hands, but it's amazing how quickly we become disconnected once we enter our vehicles. To solve this problem, the forward-thinkers at Pioneer released their next generation Network Entertainment eXperience (NEX) in-dash receivers that will surely keep you connected and back in control.

It comes as no surprise that Pioneer is among the first aftermarket manufacturers to have an interface that extends smartphone capabilities to your car, whether you own the latest iOS phone or the newest Android™

device. All five NEX models include Apple CarPlay™, the smarter, safer and fun way to use an iPhone® in the car. And, three of the models are now also Android Auto™ compatible, which extends the Android platform in a way that is purpose-built for driving. Plus, each receiver in the line includes Pioneer's AppRadio® Mode, advanced Bluetooth® capabilities, MirrorLink® compatibility, Pandora® internet radio, SiriusXM-Ready™, iDataLink® Maestro™ support, and FLAC file playback.



Android Auto

If you have an Android phone (running OS 5.0 or newer), you'll be happy to hear three out of the five NEX models let you quickly initiate the new Android Auto, which extends the Android platform into the car utilizing a simple and intuitive interface along with powerful new voice actions to minimize distraction, so you can stay focused on the road. What you get on the Pioneer screen is something familiar to most Android users – a card-based interface that delivers key information as you drive.

(AVIC-8100NEX, AVIC-7100NEX, AND AVH-4100NEX)



Apple CarPlay

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(ALL MODELS)

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(ALL MODELS)



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(ALL MODELS)

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THE INSIDE TRACK TO *FURIOUS 7*

**WHY THERE'LL NEVER
BE ANOTHER FILM
QUITE LIKE THIS**

WORDS **Luke Munnell**

PHOTOS **Universal Pictures, Luke Munnell**

It's 5 a.m., Monday morning, and for the past 36 hours, Dennis McCarthy and his crew have been burning the candle at both ends finishing six, matching '70 Dodge Challengers at his Vehicle Effects business in L.A. With performance parts installed, extensive fabrication carried out, and fresh paint sanded and buffed to a showroom finish, the cars are to be delivered to his client seven hours away, where they will be loaded onto a C-130 cargo plane and then reduced to scattered piles of rubble as they slam into the desert floor at terminal velocity—exactly what they were built to do.

Dennis is picture car coordinator for *Furious 7*, the latest in the *Fast and Furious* film franchise. To put it simply, his job is to buy, build, and oftentimes wreck cars for a living. It's a job he's done for every *Fast* film, beginning with *2 Fast 2 Furious*, along with around 40 other major motion pictures (*Herbie Fully Loaded*, *Live Free or Die Hard* and *Dumb and Dumber To*, to name a few). And this time around, he has his work cut out for him.

"We sourced about 300 cars for *Furious 7*," Dennis begins, as we catch up with him at his shop after production wrapped. "The vast majority didn't make it back here." The first thing to know about movie cars is that there are multiple versions made of nearly every one seen on film. Cars designated "first unit production," or "halo" cars are the real deal. These can be sourced from actual owners or built by Dennis and his team. They get the





most detailed camera time, and only actors can sit in them. The rest are built to be driven in action scenes, wrecked, set on fire, or whatever the situation calls for. Most of the destruction this time around occurs right after that C-130 drop, in the “snatch and grab” scene where Dominic Toretto, played by Vin Diesel, and his boys blow the doors off a Setra bus, as seen in the first official trailer for the film. “We built and crashed about 10 Mercedes G-Wagons for that scene. We also built 14 Mercedes S500 sedans, six Jeep Wranglers, maybe six STIs, a ton of classic Chargers and new Challengers...even the Setra bus we built seven of,” he continues.

But that’s not to suggest the film doesn’t get off to an explosive start. It very literally does. And after the dust clears, Vin Diesel’s character wheels an orange ’70 Plymouth Roadrunner to confront the film’s protagonist—Owen Shaw’s older brother, played by Jason Statham, driving a Maserati Ghibli and bent on revenge for the death of his brother in the previous film—with a game of chicken that neither car wins. That was one of Dennis’ favorite cars to build for *Furious 7*, along with the black ’70 Charger that mirrors the iconic car from the first film and a black ’70 Plymouth Barracuda that Letty, played by Michelle Rodriguez, drives. All were built similarly: modern-day fuel-injected V-8 engines and stand-alone ECUs, Turbo 400 transmissions, 9-inch rear ends, custom-fabricated Brembo brakes and hand brakes (why you see two rear calipers on those cars), front and rear O’Reilly suspensions, and full rollcages. They’re even track-tested prior to filming, just to be sure all their bugs are worked out. “They remind me of something I would’ve built for myself back in my street racing days,” he laughs. “But I might’ve had a few other tricks up my sleeve.”

As much of the film is set (and was shot) in Abu Dhabi, there’s also no shortage of high-dollar exotics, like the Lykan Hypersport: the Middle East’s first supercar, produced by W Motors in nearby Dubai. Retailing for a cool \$3.4 million U.S. dollars, at the time of writing this, it’s the third most expensive car on earth. However, Dennis sourced six for production, all stripped down from the factory to bring the price down to affordable levels. “Sadly, none





THE MASTER OF DISASTER

EXCLUSIVE INTERVIEW WITH PICTURE CAR COORDINATOR DENNIS MCCARTHY

SS: How did you first get into cars?

DM: When I was 2, my dad had a '69 Camaro with a four-speed trans, and I can remember holding onto that white shift knob as he went through the gears, thinking it was the coolest thing in the world. Then later, when I was old enough to drive, building cars and street racing them in Pacoima or road racing through the Hollywood Hills became my sport, as opposed to football or basketball.

SS: How did that turn into a career building picture cars?

DM: It didn't happen all at once. I worked in shops and opened my own service shop when I was 20 or 21, and took some classes at local schools for automotive design, drafting, engineering—stuff that interested me and got me more into design and fabrication. And one day Jim Brubaker, a producer for Universal at the time, came into my shop and we began talking. I built a car for the movie *Dragon Fly*, then worked with him on *Bruce Almighty*, and it all just went on from there.

SS: What were some of your favorite cars from this and past *Fast* films?

DM: Man, there have been so many. I'd have to say the Monte Carlo from *Tokyo Drift*. It had a 620-cid V-8, manual trans...that car brought me back to the kind of stuff I would drive in high school. All the GT-Rs—I'm a muscle car guy, and I love the GT-Rs, so you know Nissan did something right, there! [laughs]. The vintage GT-R that Paul's character rolls in *Furious 7*, that's an import I'd have in my own garage.

SS: Some of your favorite action scenes?

DM: The heists are always my favorite. The heist trucks we built for the beginning of *Fast and Furious* [IV] were older pickups dropped over semi chassis—just the kind of thing I'd draw as a kid, bored in school. And the flatbeds we built for the train heist scene in *Fast Five* were a lot of fun. One of the stunt drivers jumped one over 90 feet, off an 18-foot waterfall and drove it away ready for the next challenge.

SS: What should we keep an eye out for in *Furious 7*?

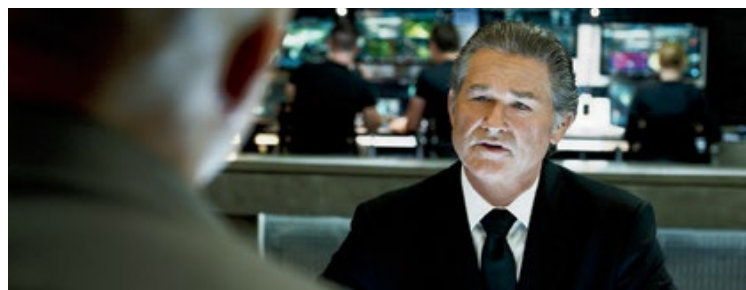
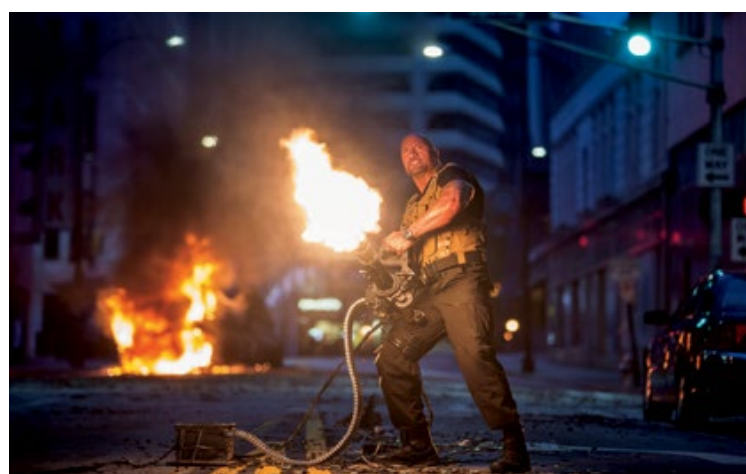
DM: The off-road driving is nuts. We filmed a lot of that at Pike's Peak and places in Colorado, with actual Pike's Peak racers doing the stunt driving sometimes at full race speeds. Ninety percent of what you see is real. Very little C.G. It reminded me of the crazy drifting Rhys Millen and Tanner Foust did in the canyons of L.A. for *Tokyo Drift*. Very dangerous stuff for anyone but a true professional.

SS: And what about that building jump with the Lykan? Can you share how that was done?

DM: There is a lot more reality to it than one might think. Jumps were built, allowing stunt drivers to launch the Lykan both into and out of huge glass windows. Vast sets were created to drift and slide the car through the posh party and high-end art store, exactly as you will witness on screen. The plummet to the ground, though not 110 stories, was the real deal as well.

SS: Sounds like a fun day!

DM: [laughs] Yeah...yeah, that was definitely a good time!





of those survived filming," Dennis confesses. "When you see the 'car jump' scene, you'll understand why."

But what about the imports? It's no secret the franchise has grown more domestic and exotic over the years; is there no love for Japanese tuning? "My goal is to always have a wide variety of performance cars," Dennis explains. "A vintage GT-R might be one fan's favorite, a Bugatti Veyron another's. And a lot depends on the evolution of the characters. Dom's '96 RX-7 (Vin Diesel's character) was perfect for him in the original film, but once he drove his dad's supercharged Hemi Charger out of the garage, there was no going back." He goes on, "But we'll continue to bring out cars like the Skyline, GT-R, WRX, and others that may prove to be tomorrow's classics." Of the imports in *Furious 7*, there's one

that stands apart from the rest: a clean, white Supra Turbo on BBS LMs. A glance over the manifest shows it was the only one sourced for production. "That was one of Paul [Walker]'s personal cars," Dennis explains. "You'll see Paul's character Brian O'Conner drive it in a scene that really means a lot to all of us."


A few days after I interviewed Dennis and photographed the film's remaining cars in his warehouse, I managed to score a 20-minute interview with the man who's been at the top of the *Fast and Furious* franchise since day one—Neal Moritz, producer of *Furious 7* and the six films before it. He also cameos as the "more than you can afford, pal" Ferrari driver in the first film, and has produced more than 70 films in his career. Today, we're set to talk about how *Furious 7* was his most challenging to date.



"I've always loved cars," Neal begins. "The design of good cars, the way they sound, the way I can be at peace driving them after a long day. But I've never been much of a gearhead, so I've come to appreciate having guys like Dennis McCarthy and Paul Walker to help us pick cars that are relevant and fit their characters." He continues, "I miss Paul for many, many reasons, but that is definitely one of them."

With a mission to continually raise the bar on action and stunts, character development, storytelling, globetrotting, and the caliber of cars in each new film, *Furious 7* was already shaping up to be the most challenging installment film yet. "When Paul passed, it shook us all to the core on every imaginable level," Neal tells. "We've all been together for so long, shared so many good experiences, watched each others' kids grow up...there was a point right afterward when we didn't think we could go on without him." He continues, "But after coming to terms with it, we realized we had to keep going. We needed to finish the movie for Paul, and we had to do whatever was necessary to honor him by making it great." Much of the story was scrapped and re-written. Costs were added. Deadlines pushed back. Paul's two brothers, Cody and Caleb, stepped up to help. "And in the end," Neal says, "I'm proud to say that I think we delivered."

The *Fast and Furious* film franchise has taken us around the world in tuned Japanese and European sports cars to some good ol' fashioned American muscle. We've witnessed wild adventures on the street, touge, and even off-road. The franchise has also shown us some of the craziest stunts that aren't limited to cars, and now *Furious 7* has upped the game, taking us to the Middle East and back with parachuting cars, exotic destruction, and whatever other craziness is in store for us when the film debuts on April 3rd. We've seen characters mature, plots thicken and entangle, and the franchise grow from a film about import tuning (not without its flaws) into one of the most popular and lucrative series of action movies in history, while still keeping its automotive roots. Trends have come and gone, yet each movie delivers at a higher level than the last. "I don't care if you have the best—the best—action," Neal explains, "if you don't have characters the audience can connect with and love, nobody cares. For me, that's what this franchise has. We talk a lot about the value of family in the film because that's what we are on and off the screen, and that's what our fans are: a family. And that's what we'll always be."

Where does it all go from here? What could possibly be done that hasn't been done already, and what's in store for the *Fast* family after the real-life loss of one of their own? "We have a lot of ideas," Dennis concludes, cracking a somber smile. "A lot of possibilities. And I suspect this is far from the end of the road. But that future, quite literally, has yet to be written." 

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THE CARS OF FURIOUS 7



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Character: Deckard Shaw (Jason Statham)
Made: 3
Surviving: 2



Car: Fast Attack Car
Character: Deckard Shaw (Jason Statham)
Made: 6
Surviving: 3



Car: '70 Plymouth Barracuda
Character: Letty Ortiz (Michelle Rodriguez)
Made: 7
Surviving: 2



Car: '70 Dodge Charger
Character: Dominic Toretto (Vin Diesel)
Made: 7
Surviving: 2



Car: '03 Mercedes G-Wagen
Character: Motorcade
Made: 10
Surviving: 3



Car: '14 Dodge Challenger
Character: Letty Ortiz (Michelle Rodriguez)
Made: 9
Surviving: 1



Car: '14 Nissan GT-R
Character: Brian O'Conner (Paul Walker)
Made: 6
Surviving: 0



Car: '15 Lykan Hypersport
Character: Dominic Toretto (Vin Diesel)/
Brian O'Conner (Paul Walker)
Made: 6 **Surviving:** 0



Car: '68 Chevy Camaro
Character: Roman Pearce (Tyrese Gibson)
Made: 6
Surviving: 2



Car: '70 Dodge Charger
Character: Dominic Toretto (Vin Diesel)
Made: 8
Surviving: 1



Car: '70 Plymouth Roadrunner
Character: Dominic Toretto (Vin Diesel)
Made: 5
Surviving: 1



Car: '14 Subaru WRX STI
Character: Brian O'Conner (Paul Walker)
Made: 6
Surviving: 1



Car: '06 Ford GT
Character: Letty Ortiz (Michelle Rodriguez)
Made: 1
Surviving: 1



Car: '98 Toyota Supra
Character: Brian O'Conner (Paul Walker)
Made: 1
Surviving: 1



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WORDS **Steve Enomoto** PHOTOS **Christopher Jue**





When was the last time you heard someone wake up in the morning and say, “I think I want to go finance a Nissan GT-R with a sequential transmission today.” Something like this would be impossible for all of us... in real life, at least. However, in Japan it's a different story. Global Auto is a powerhouse automobile dealership in the Kansai region that puts all other car dealers to absolute shame. Yes, folks, if you've heard stories of dealer lots filled with tuned Japanese supercars for sale, it's not just a tall tale. Global Auto does not hold back the punches when it comes to selling modified Skyline GT-Rs, Supras, RX-7s, Lancer Evolutions, and Imprezas. We're not talking about cars with a lip kit and different shift knob, either. These babies are equipped with big name parts and shop affiliations any JDM fanboy would go crazy for. A dealership this boundless in caliber proudly needs a flagship vehicle to represent its philosophies and standards, hence, this stunning R34.

The owner of Global Auto (who wishes to remain anonymous) has owned every RB26-powered GT-R possible, not to mention an R35 as well. But when it comes to looks, pure driver feeling, and a weapon of choice for the track, nothing beats an R34 according to the owner. So soon after the acquisition of this '99 Skyline, it was built and primed exclusively to race at the annual Okayama Tuning Festa, followed by time attack sessions at Suzuka, Fuji International Speedway, and Autopolis to name a few. In idiosyncrasy, the Japanese must have a varying definition of what a “street” car is than the rest of the world since this time attack machine is claimed to be a street/circuit vehicle. It's all good since the term “900hp street car” alone will never be a legitimate reason to drive on a public road, however completely and unquestionably valid—only in Japan.

The famed shop Autoselect in Osaka put together much of this machine with the majority of the tuning emphasized on a lightweight and balanced setup. The brains behind the engine work was Autoselect's very own Eiichiro Sawa, who managed to pump out 920 hp and 694 lb-ft of torque by first increasing displacement to 2.8L. Starting with the head assembly, Sawa gave it his signature treatment as various oversized and titanium HKS valvetrain components surrounded the reworked RB26 head. The key tuning



» Simple yet effective—the R34's exterior rocks a Nismo Z-tune kit, plus Hasemi side skirts 'n' rear bumper, Voltex wing, and a custom carbon front lip.

component within this assembly is the implementation of the coveted HKS V CAM system, which authentically adds a variable valve timing feature on the intake side that will be required to work in concurrence with the existing factory exhaust side variable valve timing. No other company has even attempted to develop such ingenious product or has even succeeded—HKS has enabled tuners boundless power buildup from the low-rpm band as well as improved

fuel efficiency. The nearly impossible feat of adding VVT onto an engine as well as producing the item and making it available to the consumer market should be highly praised. If this sounds like a shameless plug for HKS products, it really isn't, because the hefty price tag of these kits plus installation and a capable tuner can run upwards of \$10,000 U.S. dollars... Dayum!

The highlight of the bottom end of the engine block is the full HKS 2.8L

stroker kit. It increases the bore to 87 mm and stroke to 77 mm, making up 2,771 ml of displacement. Global Auto tells us the kit is the "Step III," however upon research, the HKS catalog only lists the kits up to Step II, which consists of forged pistons with nickel-plating as well as molybdenum coating on the skirt area. The rods are also WPC treated with fully counterweighted, hollowed pin crankshaft journals. This is the whole shebang! We've heard the



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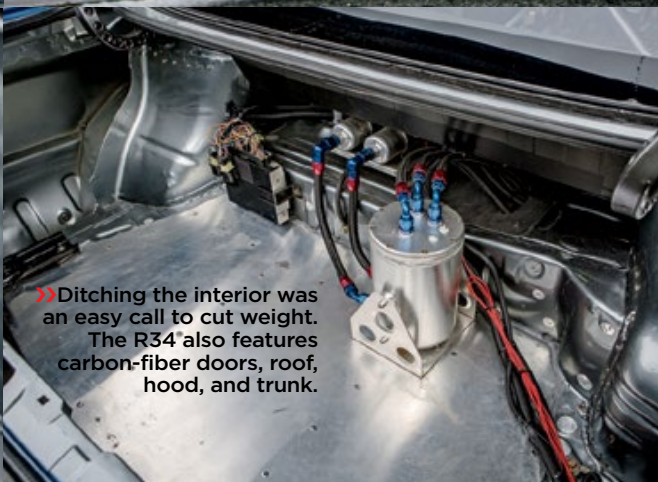


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» Meaty 18x11" TE37SLs all around with 295-series street-legal racing tires from Hankook.



» Ditching the interior was an easy call to cut weight. The R34 also features carbon-fiber doors, roof, hood, and trunk.



Step III is the holy grail of RB26 stroker kits customized by HKS themselves and is rumored to have the capability of pumping out 1,000+hp and massive torque gains that are virtually off the charts. We should also mention that a Nismo N1 spec block was used as a base, the strongest special edition RB26 block known to humankind. Basically this motor is the tits and you can't build an RB26 as robust as this!

The turbo specs are kept confidential; however, we do know it's a custom HKS unit labeled "Sanai Spec," bolted to a Trust 74mm turbo manifold, and a custom "wagiri" (slice and weld) titanium inlet and outlet piping. The rest of the forced air concoction consists of tried-and-true components such as an ARC intercooler, Trust wastegate, and a shop original 48mm oversized throttle body. Before slushing inside, a custom fuel collector tank and Nismo fuel pumps supply the HKS fuel rail and 1,000cc injectors full of juice, regulated by a SARD fuel pressure regulator. A standalone fully programmable HKS F-CON V Pro controls all the fuel components plus the Okada Projects coils and HKS twin power ignition system.

How many clutch plates does it take to hold a thousand horsepower? An Exedy carbon-fiber triple-plate, of course! But what kind of transmission can properly and effectively be able to harness this massive power and torque? The one and only Holinger sequential six-speed. These straight-cut gears inside the transmission enable clutchless shifting, where you forcefully crunch through six speeds with a pull of a lever, accompanied by that trademark "because race car" whine. Power distribution is remedied by the combination of an OS Giken rear 1.5-way and Nismo front one-way limited-slip differentials.

The vehicle wouldn't be complete without Autoselect Wangan SPL coilovers, made to handle both the high-speed compression bumps at 300 km/h (186 mph) and low-speed body sway at the circuit. These coilovers, although displayed in a simplistic nature, have mammoth technology adopted in them like the use of a special Silkolene-based oil, commonly used in Formula One. The oil is blended to keep consistency of the shock piston despite rising temperature produced from resistance against inside the aluminum casing. The rest of the suspension goodies consist of Ikeya Formula arms, ARC stabilizer bars, and Autoselect strut bars. You can guarantee all these parts together can adjust the suspension in every axis and angle possible to suit endless road conditions.



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>>Nismo block, HKS stroker, Sawa/HKS valvetrain... This is one of the sickest RB setups we've ever seen!

The owner proclaims that despite the beastly power output, the machine handles crisp, like a go-kart.

Massive Endless monoblock six-pot front and rear brake kits clamp the Seidoya GT600 pads to bring the vehicle to a halt, putting most exotic cars to shame of their braking capacity. The Volk Racing TE37SLs powdercoated in yellow consist of 18x11" square setups in all four corners with varying compounds of Hankook tires depending on driving conditions.

Many will agree that the exterior of the R34 GT-R is plentiful yet exhibits this beautiful, destructive type of vibe to it. However, small accentuations such as the Nismo Z-Tune aero kit, Hasemi side steps and rear bumpers enhance the exterior styling while still maintaining the factory Nissan lines. Look further, and you'll discover hidden beneath the Bayside blue paint is the Electra CPS dry carbon doors, roof, hood, and trunk to cut the Skyline's curb weight.

Imagine stepping out for groceries, getting sidetracked, and coming home with a 900hp R34 GT-R. Is it worth sleeping on the couch or eating Top Ramen for the rest of your life? Most definitely. U.S. car enthusiasts should be thankful that dealerships such as Global Auto do not exist anywhere within our vicinity. Because the next thing you know, any one of us might just stop by to take a look and end up coming home with a real Godzilla. 

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POWER 920 hp; 694 lb-ft of torque

ENGINE Nismo N1 RB26 block, engine mounts, fuel pumps; HKS Step III 2.8L stroker kit, V Cam Step Pro system, cam sprockets, oversized valves, valvesprings, titanium retainers, head studs, head gasket, timing belt, 1,000cc injectors, Twin Power ignition, oil coolers; Sawa SPL cylinder head, "Sanai Spec" SPL turbo; ATI damper pulley; Trust exhaust manifold, wastegate, surge tank, Autoselect intake manifold, oil pan; custom fuel collector tank; SARD fuel pressure regulator; ARC intercooler, radiator; Okada Projects ignition coils; Samco hoses

DRIVETRAIN Holinger sequential six-speed transmission; OS Giken 1.5-way rear limited-slip differential; Nismo one-way front limited-slip differential; Trust carbon propeller shaft; Exedy carbon-fiber triple-plate clutch; solid rear member mount conversion

ENGINE MANAGEMENT HKS F-Con V PRO, EVC 5 boost controller

SUSPENSION & CHASSIS Autoselect Wangan Special coilovers; ARC stabilizers; Autoselect strut tower bars; Ikeya Formula control arms; Global Auto Rollcage; stitch-welded chassis

BRAKES Endless monoblock six-pot calipers; Seidoya GT600 pads; Endless lines; Autoselect master cylinder

WHEELS & TIRES 18x11" +15 Volk Racing TE37SL wheels; 295/30R18 Hankook Ventus TD tires

EXTERIOR Nismo Z-Tune aero; custom carbon-fiber front lip; Hasemi side skirts, rear bumper; Voltex dry carbon GT wing; Electra CPS dry carbon doors, roof, hood, trunk; Bayside blue paint

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TOP SPEED AIRSTRIPE EVENTS AND WHY YOU NEED TO PARTICIPATE





WORDS **Sean Russell**
PHOTOS **Danny Nguyen, Sean Russell**

Speed Kills or is it Speed Thrills? Both hold weight but let's face it, the latter is way more fun and reason behind my continual return to half-mile airstrip events over the past few years. For as long as tuners have played with performance, those vehicles have been benchmarked in a straight line. Extend the distance of that "straight line" onto a plot of asphalt designed for aircraft, and like Tom Cruise in *Top Gun* proved, buzzing the tower becomes that much more satisfactory.

If you've ever left a local quarter-mile test-and-tune night with a stupid grin after running 9 to 14 seconds of wide-open throttle, then it's time to consider a half-mile airstrip event. The increased distance equates to higher trap speeds, more time to collect vehicle data, and greater chance to rub shoulders with high-performance heavyweights—supercars that get warmed up at 140 mph.

My first encounter in this world occurred at the very official Mojave Mile in '11 while riding a nitrous-fed Suzuki GSX-R600. My big ass (6'3", 205 pounds) couldn't claw out anything greater than 155 mph before drag fundamentals prevailed, but I was hooked. Although, the event format while credited left much to be desired due to strict rules, expensive entry, rigid run groups, minimal photo zones, and worst of all, you'd be lucky to get more than five runs in a day.

Fast-forward and we adrenaline junkies are now blessed with more and more "laid-back" driver-oriented airstrip events. They are popping up at rural airstrips across the country. Like the early '90s, we are again living in a Golden Age of Speed, with worldwide automobile manufacturers releasing insanely fast vehicles. For example, the new Corvette Z06 out of the box can do a standing quarter-mile in 11.1 seconds—that's from a \$78K sports car! With cars like this becoming obtainable, not to mention the number of more powerful cars tuners and enthusiasts are building, a controlled airstrip event is the safest venue to test both the stones in your pants and those of your ride without Johnny Law interfering.

Don't be scared. Like juggling hoes in different area codes, increasing calculated risk only adds to the opportunity for reward. Top speed events aren't a substitute for circuit training, just another card in the deck of sweet shit to do with your car. Many event organizers exist. We've found the event format of Omega Motorsport's No Fly Zone (NFZ) as ideal for those seeking a track-day atmosphere focused on pinning it in a straight line. Here's why:



Disclaimer: Half-mile events that include roll-race starts or lack timing tree equipment are for fun, not official record breaking or competition. Think of it as a legal and safe alternative to street racing.



» Monaco copper Advan GT wheels look perfect on SP Engineering's 200-mph GT-R.

EASE OF ENTRY

No need to explain to the ol' ball and chain why you can't afford an overpriced Sunday dinner out after clicking buy on a grassroots airstrip event. For instance, lead organizer Tony Lopez charges NFZ entries only \$200 for a full day—that's cheaper than most track days and includes running upward of 20 times on a full roster.

With an ambulance always on site, safety requirements vary depending on the event but always stress adequate rubber and a proper helmet. If your car meets local dragstrip requirements, chances are high it will also be acceptable at non-contest-oriented airstrip events.

Lopez explains, "Insurance still rules the world, so there are plenty of guidelines to abide by. Everyone's car gets a tech exam, covering items such as tire tread, body panels, and seatbelts. Of course, everyone wears a helmet, and depending on your speeds or setup, rollage and other safety measures may be required. For the most part, your car can pass tech just as you drive it day to day on the street."



» Slowest of the day is still fast.



» Hall of Fame respect for the F40.

TOP 3 FASTEST AT NFZ EVENTS

Omega Motorsport's NFZ half-mile events have sold out since the first one occurred at Minter Field in Shafter, California. Tuners, supercar owners, and general car enthusiasts fill the roster each time. For reference, here are three of the fastest half-mile trap speeds attained at the six NFZs so far:

- 212 mph - Evolution Motorsports Porsche 997 Turbo
- 210 mph - SP Engineering Nissan GT-R
- 208 mph - Lamborghini Gallardo twin-turbo





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MAKING MEMORIES

Experiences gained at the track are fodder for endless garage talk. Adding to your arsenal of memories, a firsthand account of burying the speedo on a near-perfect surface, running against a six-figure supercar, or seeing a tuner break 200 mph in a half-mile will up your man/lady stripes. This is also your chance to push the gum flapping to the side and challenge your buddy's 750hp Supra.

Lopez adds, "The motorsport world is always looking for the next avenue of expression. Half-mile is a great filler between full-mile and quarter. Most one-mile events do not allow side by side. Your own max speed at a certain distance is great, but the bigger appeal

is seeing where you stand against the guy next to you. Cars have evolved along with technology—you gotta find something to do with all those ponies that isn't going to send you straight to jail."


On the spectator end, some events allow drivers to take helmet-clad passengers along for the ride. Want to ride shotgun in a supercar? Hopping in a Carrera-GT or Aventador is just an ask away! Where else does that happen?

PRACTICE

Familiarizing yourself with how a car acts at launch, high speed, and under hard braking makes you that much more understanding of limits. The beauty of open top-speed events is that you're assured many runs, which means no pressure. Start slow, shut down early, roll on instead of launch—the action is completely up to you.

TUNING

For the speed veterans and shops out there, open airstrip events are inexpensive and unique opportunities to dial in boost, adjust ECU parameters, or gauge performance of a new part installed. Track width, smooth surface condition, and large shut down area all equate to an ideal venue for real-world modification testing. It's also a great place to see what the competition is running.

So get out there and see for yourself! 



>> Bugatti, maybe you're not the fastest of them all...



>> Don't tell mom!



>> Morning pep talk from Tony Lopez of Omega Motorsport.



>> 'Murica vs. McLaren—how often do you see that?



>> Staffer Sean Russell ridin' shotty in Carrera GT (Must be... - SD).



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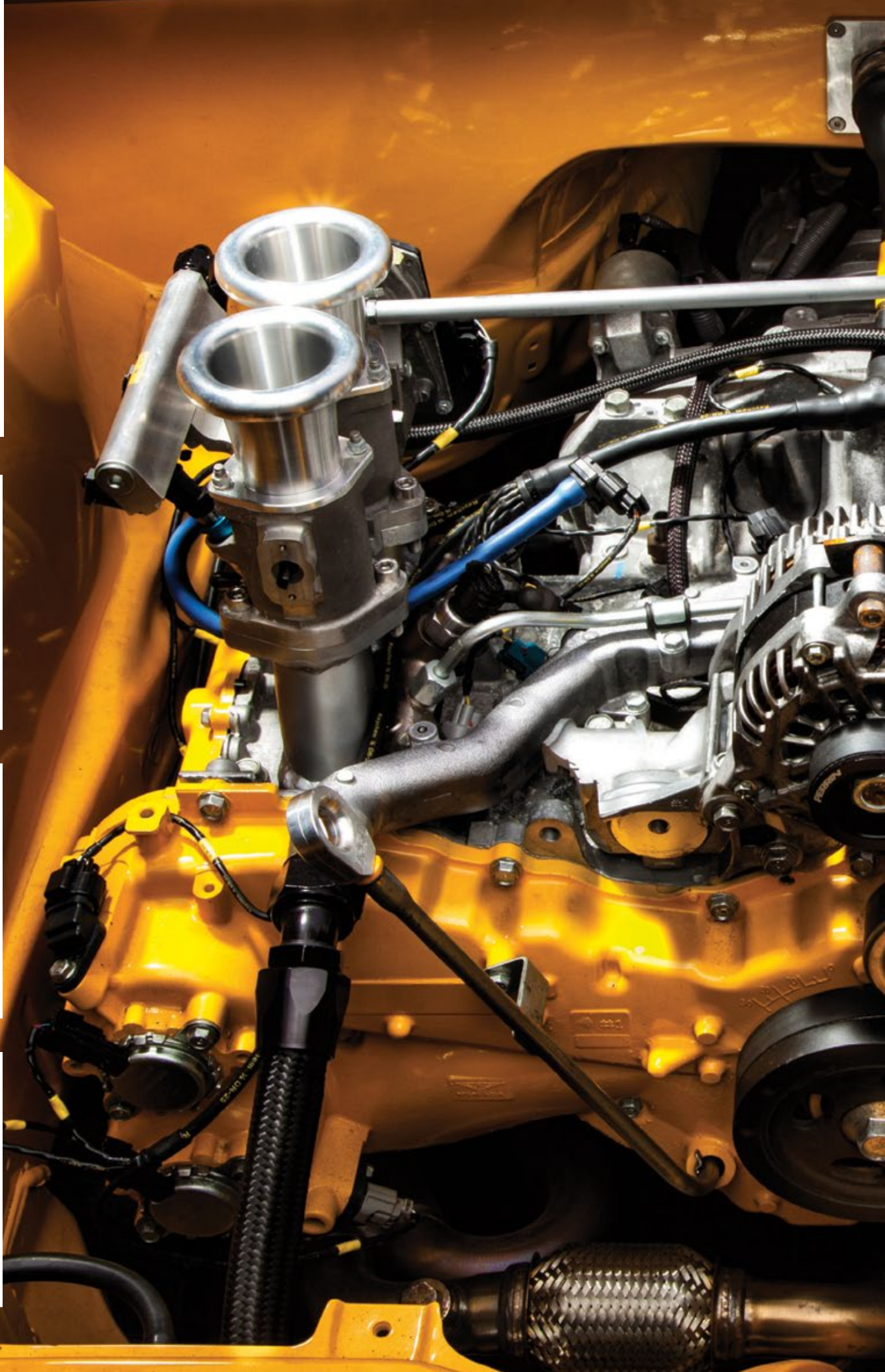
WORDS **Sam Du**
STUDIO PHOTOS **Jorge Nunez**
PHOTO RETOUCH **Ryan Lugo**
BUILD PHOTOS **Sam Du, Jofel Tolosa**

If I had school, I would have failed my classes... If I had a girlfriend, we would have broken up... If I had a dog, he would have run away... Many people ask me about the '14 Scion Tuner Challenge and I always respond the same way, "It was one of the most stressful times of my life!" With three months and \$15,000 to play with, you would think there's plenty of time and budget to finish the car; but time and money quickly run out, and your health and relationships are put to the test. Building a car to grace the main stage at SEMA requires hard work, a good team, and ultimately, the determination to do your best. In the end, was it worth the headaches, sleepless nights, and overspending our budget? You're damn right it was! And it is my pleasure to present the full story on our Scion Tuner Challenge FR-S.



1. 90-DAY CHALLENGE

For the last 10 years, Scion has invited enthusiasts to participate in a spirited competition. Three builders have three months to finish their project, which would be judged at SEMA. We've seen every Scion model customized, from the xB to the tC and iQ. In '12, the sporty rear-wheel drive FR-S was chosen, and for '14, Scion brought back its popular coupe for the challenge with a twist. Instead of enthusiasts, media outlets would battle it out—yours truly *Super Street* and our competition *Speedhunters* and *GT Channel*.



2. INSPIRATION

#1 - Release Series 1.0

Scion doesn't have many rules, but this year they asked builders to incorporate an item from its Release Series 1.0 (RS1). What's that you might ask? The RS1 is a limited-edition model that features an exclusive yellow paint, TRD goodies (springs, quad exhaust, steering wheel, body kit), and a few other accessories. With only 1,500 cars produced, it's the shiz if you're a Toyota geek. But instead of simply taking one RS1 item for our build, I thought, "This car is already pretty cool. Let's just make an even more badass version of it!"

#2 - Ratchet Bunny

Yes, you read that right... RATCHET Bunny! I'm talking about the FR-S we built in conjunction with *Import Tuner* and *Modified*. Painted Aston Martin British Racing green, supercharged by HKS, and rocking one of the first Rocket Bunny kits, it graced the SEMA show floors in '12. Since then, we've been hammering the car on rally events like Targa Trophy. Case in point, with an already sexy and proven FR-S project under our



belt, it gave me more motivation to go over the top with the Tuner Challenge build.

3. THE DREAM TEAM

It was time to put all my ideas onto paper, so I hit up my good friend Jon Sibal. He's a man of many talents, but he's most known for being a renowned automotive illustrator and also a past Scion Tuner Challenge winner. After a casual lunch, it took a few solid weeks to perfect the rendering. Once finished, I sat down with my lead builder of the project, Long Tran of LTMW.

I've known Long for a long time (see what I



did there?). Since my days at *eurotuner*, I featured a countless number of his project cars. Most recently, he's been responsible for putting together the Liberty Walk cars with impeccable quality. And since he worked in our own backyard, his shop was an easy choice. With LTMW responsible for the body, paint, and final assembly, Long put us in touch with Gearheinz Rios for the fabrication side of things, while I contacted Ryan Basseri of Rywire to help with a custom engine harness.

4. ROCKET BUNNY RELEASE SERIES

The exterior is where it all starts, and if it wasn't going to grab your attention right away, I've already lost the battle. I knew we had to hit a home run with the exterior but also not get too crazy, as we were still limited on time and money. Using both the RS1 and Ratchet Bunny as our inspiration, we sourced TRD bumpers, side skirts, and fender garnish. From there, GReddy supplied us with the Version 1 front and Version 2 rear Rocket Bunny fenders for the exact look we were going for. LTMW installed all the body pieces; however,

the fenders were shaved of their rivet holes and molded to the body while still keeping the separation lines. Pretty slick stuff! To follow the rendering, Aeroflow Dynamics created additional side skirt add-ons, a front splitter, foglight deletes, and canards to give our coupe an even more aggressive and unique appearance. A Seibon carbon-fiber vented hood and trunk were added, and lastly, Bulletproof Automotive imported a set of all-red Crystal Eyes taillights from Japan. When all was said and done, the car was sprayed Porsche Speed yellow, just a tad darker than the factory Toyota RS1 color, but still sexy as hell!

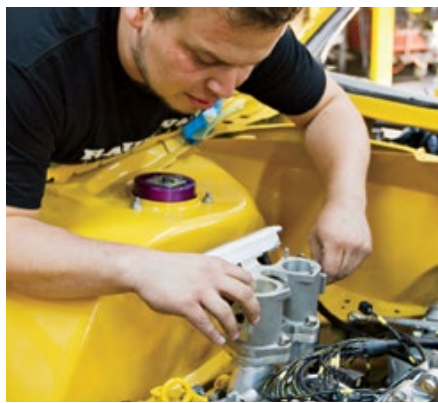


5. WE LIKE 'EM SHAVED

I've always been a fan of shaved engine bays. The idea of making the engine look like it's floating is simply mind blowing, even if you don't know what you're looking at. So with Gearheinz as our lead fabricator, he dove straight into the project. He didn't just bondo a bunch of holes, but took it to the next level by creating metal plates to cover the firewall. Next, he made custom inner wheel arches by constructing additional bars to improve the structural rigidity. Plates were then built around the bars to give the bay its extremely smooth look. From there, we decided to get even wilder by deleting everything possible, from the brake and clutch master cylinders, to the air condition, heater, A/C tension pulley, and brake booster. Basically, if you're looking at the engine, there's virtually nothing else that could have been shaved or deleted.

6. SOUND THE TRUMPETS

Going into this challenge, I knew the car wouldn't be able to be tested on the track, nor was it going to be able to be legally driven on the street. With this in mind, I wanted to do something extremely different, especially since the obvious choice would be bolting on a turbo or supercharger kit. With a shaved bay in the works, nothing would stand out more than having a set of individual throttle bodies poking out of the motor!



The purpose of ITBs is to improve flow characteristics and throttle response using a separate throttle body per cylinder, as opposed to one throttle body for the engine. But we couldn't find many people who have tried them on the FA20 motor, so we had to start from scratch. Borla delivered its dual runner throttle bodies to us. Gearheinz then cut some manifold plates for both the head and the Borla throttle body, and also designed the adapter to allow the universal ITBs to fit. Next, the fuel system was redesigned. AN fittings were added to deliver fuel to the factory direct injection, while 1,000cc injectors upgraded the fuel

delivery for the port injection. The last piece of the puzzle was retaining the drive by wire system. Gearheinz developed a custom linkage system using a leading and trailing throttle design. The master servo operates one side of the throttle and the linkage system pulls the other side. This was done simply because our MoTeC M1 was designed to be a plug-and-play ECU for the factory single throttle body.

7. THROUGH THE WIRE

An important task was cleaning out all the clutter under the hood and removing the headlight/chassis harness that's wrapped around the whole bay. This was relocated to the interior of the firewall. The team at Rywire knows their shit and they came to our rescue with the tire tuck. The wiring for accessories like the headlights and fans was run through the fenders in order to retain the shaved bay look.

The second part of the equation was a new engine wiring harness, and the Rywire team built a new one from scratch that worked specifically with the MoTeC ECU. Take a closer look at it and you'll notice it uses only high-end motorsport techniques and a Mil Spec connector—stuff you'd normally see on airplanes or a Formula One car!

8. WHEELS MAKE THE CAR

I'm a wheel snob, and there's a reason I always go back to classic mesh designs and reputable brands. For our Ratchet Bunny, we imported BBS Motorsport E88 wheels from Germany—too expensive for this build but I wanted the next best thing with BBS LMs. LTMW hired Floss Design to rebarrel a set of sandwich-mounted LMs specifically for our FR-S. With the perfect offsets and widths, the wheels sit flush within the Rocket Bunny fenders without any spacers. Floss polished the lips, and the faces were given a tinted brushed finish, making the wheels its flawless look.

9. THE WHOLE NINE YARDS

With the tough stuff done, the rest of the car fell into place starting with the chassis. You'll notice the FR-S has KW Clubsport coilovers and the entire Whiteline catalog—no joke! Behind the BBS are massive Wilwood big brakes. Checking all the boxes was important for the Tuner Challenge, so we ensured the audio was addressed as well. The Car Shop in nearby Alhambra, California, built one kick-ass subwoofer enclosure using all Pioneer gear. Open the doors and you'll see nothing but the best, too—a Personal steering wheel, Recaro Sportster seats, and a color-matched rollcage. The seats, steering wheel, door panels, and shift boot were also restitched in yellow to tie the color together—it's all in the details!



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Infiniti	Volkswagen





10. THE FINISH LINE

If you saw our FR-S the day before it was delivered to Scion, you would have thought we were easily screwed. But with a diet of Red Bull and cold pizza, and our unmatched dedication, the car was finished just in the nick of time. Given the three-month time frame and all the custom work, my team and sponsors deserve all the praise in the world. Our goal was never

to build the fastest FR-S, but to wow enthusiasts of all kinds at the world's biggest show, which we certainly did! 



LONG TRAN

Occupation founder of LTMW

Role lead builder; body and paintwork; assembly

Two Cents "We do work like this all the time, but doing a project for a manufacturer's booth at SEMA where millions of people are going to see it is different versus a regular customer. Overall, I'm happy with it and wouldn't change anything about it. It's a complete tuner challenge build that even has full audio, and it's close to the rendering."

GEARHEINZ RIOS

Occupation founder of Gearheinz Power Service

Role lead fabricator; shaved engine bay; ITB setup

Two Cents "The best part of the project was making the ITB setup from scratch and having them work the first time. We started the car two days before it had to be picked up. If it didn't work, the car wouldn't run by the deadline. The same goes with a lot of the custom one-off parts. If it didn't work, there was no time to go back and make stuff."

RYAN BASSERI

Occupation founder of Rywire Motorsports Electronics


Role engine harness; wire tuck; designed fuel and brake lines

Two Cents "I think the Rywire team pulled off something great. I'm extremely pleased of the final outcome. It's a chassis we've never worked with before but an engine management we have. It just took a little bit more time and research."

JON SIBAL (not pictured)

Occupation illustrator of all things awesome

Role build consultant; rendering

Two Cents "With only a 90-day build schedule, the design needed to be sensible while keeping it unique. We also wanted it to be a well-balanced build, so all areas of the car are addressed. Considering the challengers and limitations, the car turned out great. There were a few areas of the car that even exceeded my expectations." 

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TUNING MENU '14 SCION FR-S

OWNER SUPER STREET

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ENGINE Borla Induction 45mm DCOE individual throttle bodies, fuel rail kits, 70mm velocity stacks; Injector Dynamics 1,000cc injectors; Gearheinz manifold adapter, alternator relocation, custom drive-by-wire ITB bracket, engine cover, steel firewall, tubed inner fenders, steel cowl; Rywire fuel kit, tucked radiator, fans, radiator line kit; Perrin pulley kit, water overflow tanks; Borla 1.626" to 2.25" header, cat-back exhaust with custom quad tips; Auto Tuned custom oil cap, dip stick; relocated Odyssey PC680 battery; deleted master cylinder, air condition, heater, A/C tension pulley, brake booster; relocated chassis and engine harness; Gallery Fresh hardware kit; color-matched front engine and valve covers

DRIVETRAIN Spec clutch, lightened flywheel; Rywire clutch line kit; Wilwood master cylinder kit, hanging pedal assembly

ENGINE MANAGEMENT MoTeC M1 ECU, wideband LTC, air temperature sensor; Rywire engine harness with Mil Spec connector; tuned by Forward Motion Technologies

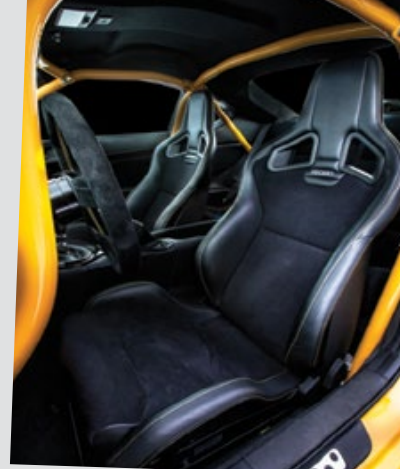
FOOTWORK & CHASSIS KW Clubsport coilovers; Whiteline sway bars, two-point sway bar brace, front control arm anti-dive caster correction lower front bushing, front control arm lower inner rear bushing, roll center bumpsteer kit, steering rack and pinion bushing, rear control arm upper inner bushing, rear crossmember mount insert bushings, rear differential mount in cradle and support outrigger insert bushing, gearbox shift kit bushing, rear trailing arm lower front bushing; Eibach rear camber kit

BRAKES Wilwood six-piston front, four-piston rear big brake kits with street pads; Rywire custom brake line tuck kit

WHEELS & TIRES 18x10.25" front, 18x12.25" rear Floss Edition custom sandwich-mounted BBS LM wheels with polished lips and brushed faces with tinted clear; 275/35R18 front, 295/35R18 rear Nitto NT05 tires

EXTERIOR TRD Release Series 1.0 front and rear bumpers, side skirts, fender garnish, headlights; AeroFlow Dynamics side skirt add-ons, front splitter, foglight deletes, canards; Rocket Bunny Version 1 front and Version 2 rear fenders (molded to body with rivet holes filled); Seibon carbon-fiber trunk and hood; Bulletproof Automotive x Crystal Eyes taillights; PPG Speed yellow paint

INTERIOR Recaro Sportster CS seats; Godspeed six-point rollcage (color-matched); Personal steering wheel; Works Bell hub, quick-release adapter; Wilwood compact remote flange mount master cylinder, swing mount forged pedals; Pioneer AVIC-8000NEX head unit, TS-SW250S4 12" subwoofers (x3), GM8601 amplifiers (x3), TS-D1720C speaker components; enclosure by The Car Shop; yellow stitching on rear seat bottom, door panels, Recaro seats and shift boot; interior panels painted piano black



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GEORGIA PEACH



WELCOME REBECCA GARCIA FROM THE ATL

WORDS **Sam Du**
PHOTOS **Randy Ly**
LOCATION **FD Photo Studio**

We had the pleasure of meeting Rebecca Garcia last year at SEMA while she modeled for Scion.

Becca was born and raised in Atlanta, and she's an absolute sweetheart in person. It's not every day we get a chance to meet beautiful ladies from the East Coast, but she stole our hearts. Please give her a warm *Super Street* welcome—and don't forget to peep superstreetonline.com for more hot outtakes from our photo shoot.



REBECCA GARCIA
 BIRTHDAY October 16
 HOMETOWN Atlanta, GA
 INSTAGRAM @rebeccalyngarcia

How'd you get into modeling, Rebecca?

I started when I was around 3, and then took a break during my awkward preteen years. In high school, I got back into it modeling prom dresses for a local shop.

Guess it all paid off 'cause now you're a full-time model. Congrats! Have you had a bad job before?

I was a dog sitter for a spaniel named Woody—he was a humper.

Speaking of humpers, what about a worst date?

I've never really had a horrible date. I can usually make anything fun.

Any special skills we should know about?

I can paint, ride a horse, and I can blow some mean "O" rings.

What drink should we order you at the bar?

Jameson and ginger.

Have a bad habit you're trying to get rid of?

I can be a bit of a speed demon on the road. I love a fun drive.

Does that mean you know a lot about cars?

I know enough. My grandfather was on a NASCAR pit crew, while my dad collected and restored Ford Broncos when I was growing up.

How was working at SEMA last year?

The show was awesome. I loved seeing everyone's different personalities coming through some of the cars. My personal favorite was anything vintage. Old cars have my heart.

Is your dream car an old car?

Yes, a black '69 Ford Bronco. One day it will be all mine!

Turn-ons and turnoffs?

Turn-ons would be tattoos, mechanical skills, and a sense of adventure. Turnoffs are rude people and bad music.


Favorite part of your body?

My waistline. Thanks, mom!

If you had 24 hours to live, what would you do?

I would drive the winding roads up to the North Georgia mountains and drink spiked cider with my family and friends in a cabin at the top.

Sounds legit! Finally, tell us three facts about you.

I'm part Spanish and Italian. I love collecting old records, and my favorite color is black. 

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FIRE

THE WIDEBODY LEXUS GS430 THAT NEARLY BROKE THE INTERNET

WORDS & PHOTOS Jofel Tolosa

After four months, Daniel Kruthanooch, better known as Yogi, finished his Lexus GS430 just before the '14 SEMA Show. Then it happened... The day the Internet nearly broke. While being Internet famous wasn't in Yogi's original intentions when he set out to build his car, the moment his buddy posted the finished product on Instagram, it spread like wildfire. Yogi's phone blew up with repost and tag notifications like he was an import model!

Rewind the tapes a year ago and Yogi started his Lexus build going the VIP route—as every Lexus GS should, right? The project shifted gears into a one-of-a-kind sporty sedan when he turned to Jim Wang from Weds Wheels North America. The VIP-themed wheels he originally wanted would take three months to arrive from Japan. His car wouldn't make it to SEMA at that rate, so an option Weds had available were the SA55Ms—a design you'd typically see on an Evo or STI, not a Lexus. Yogi knew immediately that a one-piece wheel in the VIP community would not cut it; however, the moment he mounted the SA55Ms on his GS, his whole perspective and direction for the car changed. The union between sporty and luxury made Yogi feel some type of way.





>> Vibrant red paint is stolen from the Dodge Viper color palette.



To help visualize the entire build, Yogi called on his good friend and artist Judson Bryan. "All I had in my head were the things I wanted to do, but it just sounded stupid. The extremely talented Judson Bryan was the one who put my imagination on paper," he explained. With a rendering in hand, Yogi approached BCD—no, not the tofu house, but rather Buddha Concept Design—to bring the project to life. It started off with a Vertex Digna kit, but BCD fabricated custom fenders that measure 70 mm wider up front and 80 mm thicker in the rear. Yogi admits the hardest part was cutting up the body, but it's sometimes a necessary evil to achieve a higher goal. It certainly made all the difference! Next, the Vertex kit was tweaked to flow seamless with the new arches. Yogi mentions, "If I had to pinpoint my favorite part of the car, it would be the body lines. When BCD and I met, we both agreed that the widebody would follow all the stock body lines—simply because I believe if you eliminate the body lines off a car, it totally ruins the



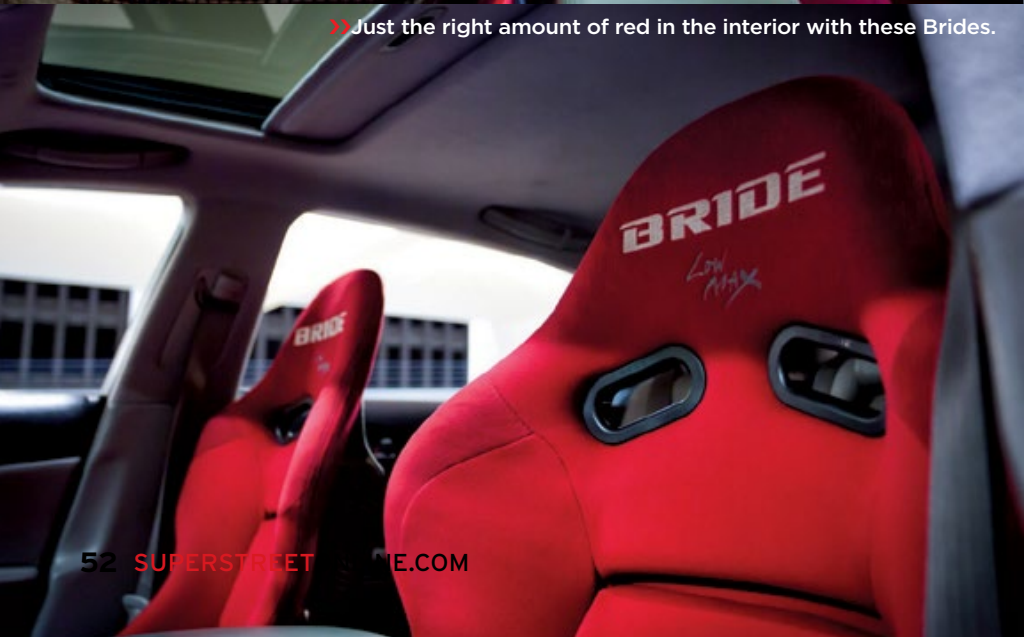
>> Just the right amount of red in the interior with these Brides.



whole look." To further accentuate the exterior, BCD created front and side splitters, while the front grille was updated to the '08-'11 version. A much more extreme Seibon vented hood would help evacuate hot air from the engine bay. In the rear, an aggressive custom BCD rear diffuser matches the APR wing with Ryoku Rob stands—another modification you'd rarely see on a Lexus build.

After rolling around on the SA55Ms, Yogi opted for something even more sportier from WedsSport—19x10.5" SA15-R in a blue, light chrome. They're a 15-spoke fin-type design, which has successfully been used by Weds in touring car, GT, and rally racing.

To get his stance dialed in, Yogi uses an AirREX air suspension system and a wireless manager. A crapload of Megan Racing



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STR 522
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STR 522
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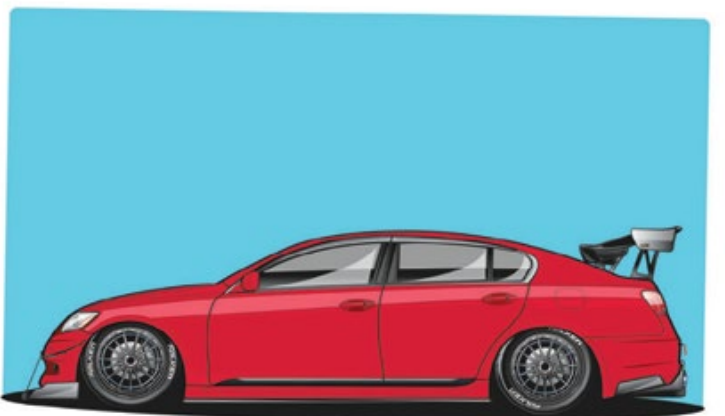


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STR 522 Available in sizes 15X8, 17X9, 18X9, 20x9, 20x10.5



>>Dat ass! One of the most aggressive rears we've ever seen on a GS.



YOGI

TUNING MENU '06 LEXUS GS430

OWNER DANIEL "YOGI" KRUTHANOOCH

HOMETOWN LOS ANGELES, CA

OCCUPATION MANAGER AT FATLACE

ENGINE Injen intake; Megan Racing mid-pipe; GReddy Evo 3 exhaust

FOOTWORK & CHASSIS AirREX air system management, wireless manager; Megan Racing lower control arms, toe arms, camber arms, traction arms

BRAKES StopTech front and rear big brake kits

WHEELS & TIRES 19x10.5" WedsSport SA15-R wheels; 275/35R19 Falken Azenis FK453 tires

EXTERIOR Buddah Concept Design custom widebody fenders, front splitter, side skirt splitters, canards, diffuser; Vertex Digna front bumper, side skirts, rear bumper; Candy Tint lamps; Takata tow strap; Seibon TSII-Style vented hood; '08-'11 GS430 grille conversion; JDM window visors; APR GTC-500 wing deck; Ryoku Rob wing stands; Dodge Viper red paint

INTERIOR Bride Low Max seats; Buddha Concept Design brackets

THANKS YOU Jim and Long of Buddha Concept Design for all their hard work; my Phaze2 Family; Fatlace; Illest; AirRex Digital Suspensions; Jim at Weds Wheels North America; Vertex USA; Falken Tire; Megan Racing USA; stickyicons.com; Judson Bryan of JDMEgo; StopTech; stickydiljoe.com; RyokuRob; TJINEDITION; Hubert and Noel Barnum; Robert Chew; Showstoppers USA; TNA Autosports; and last but not least, my girlfriend, Kathrina, for all her patience and support!




>>Stance game on point thanks to AirREX suspension.



suspension parts were thrown in to stiffen the chassis and keep the luxury sedan handling like a sports car.

In the cabin, you won't find Junction Produce accessories or VIP trays. Instead, just a set of Bride seats normally reserved for tuner cars. Under the hood was kept sweet and simple. The factory 4.3L comes with an already potent 300 hp and 325 lb-ft of torque. Yogi replaced the airbox with an Injen intake to allow the 3UZ to breathe easier. A combination of a Megan mid-pipe and GReddy Evo 3 exhaust brings the V-8 motor to life and produces a sound akin to muscle cars.

Today, Yogi's unique Lexus serves as Buddha Concept Design's demo car as well as an inspiration to the Lexus crowd. Yes, a Lexus looks like a gangster slammed to the ground with elegant accessories, but Yogi appreciates all types of builds and saw a sporty-styled theme that fit his lifestyle and vision the best. And it just so happens it became insta-fire on Instagram! 



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>>An epic start in downtown San Diego as all 30 cars staged inside the Broadway Pier.

THIRTY CARS EMBARK ON AN UNFORGETTABLE ADVENTURE THROUGH CALIFORNIA, ARIZONA, AND NEVADA

WORDS Sam Du PHOTOS Mo Satarzadeh, Jofel Tolosa

Targa Trophy has been around since '07, and while it started out mostly as a European-car-only rally series, over the years it has grown to become an automotive lifestyle powerhouse that attracts enthusiasts of all kinds, whether you drive an STI or M3, GT-R or Lambo. The Targa community is unique in the fact that it's all about enjoying the cars we build. Participants don't just go from show to show, but they drive their cars with fellow enthusiasts who share the same passion for high performance and driving as they do. And last year's MegaRun put it all into perspective as 30 drivers experienced one of the most thrilling rallies in America—us being one of them!

Over the course of three days, Jofel and I took our supercharged, widebody, ex-SEMA show car Scion FR-S on a 1,125-mile road trip. A first for Targa Trophy, this journey would take us across three states. And instead of simply hopping on the interstate to get from city to city, Targa brings us to deserted roads off the beaten path that allow us to stretch the legs on our car and enjoy the company of other modified sports cars.

For most of MegaRun, we had the pleasure of cruising alongside Marco Svizzero's V-8-swapped 135i that was featured on the cover of *European car*. To our surprise, we kept up with the 1-Series in our underpowered FR-S! There were plenty of other awesome rides on MegaRun, including

Bernardo Peña's 540hp BMW 335i widebody. But instead of him driving, former Toyo Tires spokesmodels Janey Lee and Nateasha Nicole were at the helm. Just goes to show that Targa is welcome to all enthusiasts!

It's important to remember that Targa Trophy isn't a race on public roads. We don't condone that type of driving, and the organizers certainly don't, either. It's an organized drive that lets you enjoy your car alongside new and old friends on some of America's best roads. And while we may have beaten the hell out of our front-end and broke the front lip of our FR-S, the journey with 29 other amazing cars and their drivers was well worth it!





»The Southwest offers some very sweet roads, along with some of the most beautiful scenery and sunsets. #bromance



>>In a deserted highway near the Mexican border, we decide to test our supercharged FR-S's top-speed capabilities behind Marco Svizzero's V-8-power 1-Series. Unfortunately, the Rocket Bunny front lip wasn't secured tight enough for the speeds and cracked under the pressure. All we had were tow straps to secure the busted lip.



JOFEL POPS HIS TARGA CHERRY

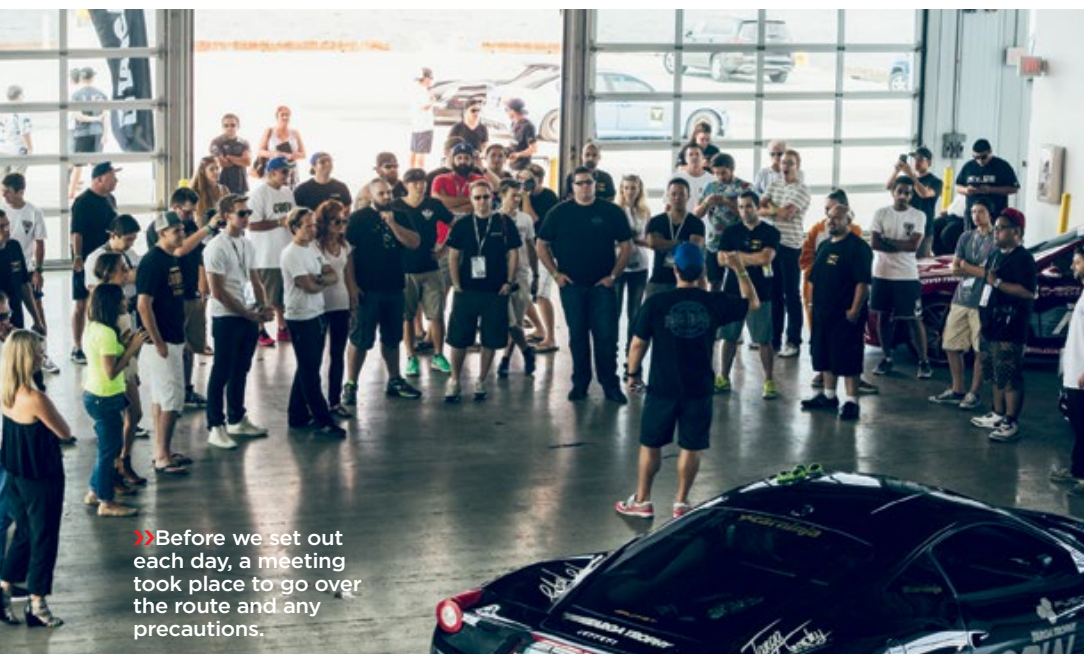
Fact is, I love Targa Trophy. It's basically a rally from point A to point B with various checkpoints along the way—essentially you're just posting photos on Instagram with proper captions and hashtags to show Targa staff you're not taking any shortcuts. And sure, I appreciate car show builds, but I simply love cars that can be driven on the street. Targa Trophy's MegaRun was the longest and most gruesome rally they've ever had. You probably didn't know about it because it was an invite only—so yes, TFTI. But according to organizer Jason Overell, this year's event will be open to the public. However, for this particular event, I took on the role as co-pilot for Sam in our supercharged "Ratchet Bunny" FR-S.

Our starting point was in beautiful San Diego. From there, we made our way to Scottsdale. According to GPS, that's about 364 miles away, but in true Targa fashion, we went for the more scenic and more corner-challenging roads. It's on this day that I learned that despite being really, really good looking, the Rocket Bunny aero is not meant for high-speed runs. The sounds of our front lip chewing the road soon became louder than Sam's EDM playlist. Side note to you Rocket Bunny devotees, before you go ape shit, know that even Miura-san said it himself, he's more interested in how a car looks. Fortunately, our friends Marco Svizzero and Matt Powers (not the drifter, the road racer) were not too far to help us secure the front lip with tow straps they had. When we finally got to Arizona and checked in at the W Scottsdale, we hit the bar until dinner, which was well, in a word, crappy. In California, we are lucky enough to have some top-notch sushi restaurants, but the sushi restaurant at our hotel was just straight-up nasty. Not only did it take close to two hours for our food, the sushi tasted like Albertson's pre-packaged sushi. Hell, a Los Angeles Mitsuwa market sells better sushi at half the price. They even failed to bring out a full order for another person at our table. We left and walked down the street to a pizzeria that caters post-club munchies for drunkies (*So hard to please, Mr. Foodie!* -SD).

The next day we were bound for Sam's second home, Las Vegas, and as fate would have it, our car had another mishap. This time it wasn't cosmetics, but rather a mechanical dilemma. We started noticing at 3,000 rpm the car would misfire. It didn't stop Sam from smashing on the gas and keeping up with cars with double or triple the horsepower. With a handicapped car, we skipped some of the checkpoints and made our way to Vegas before the sun went down. After checking in at the SLS Hotel, we went straight to one of the best pho joints in town, District One. Soon after that, we suited up for the official Targa party at Life Nightclub, followed by a stop at XS Nightclub, where Skrillex got the house poppin'. And to make the night even more awesome, Chris Brown and Usher crashed the party and did a live performance! (*Jofel was dancing all night.* -SD)

The last day was the easiest to Hollywood—I'm sure Sam could've driven that blindfolded. For the sake of Ratchet Bunny, we kept the car at a low-key pace and took a shorter route home. We made it to our final destination at the Roosevelt in Hollywood, where we hosted an epic display of cars in the parking lot. Check out the entire gallery on superstreetonline.com. But after three days and more than a thousand miles with Sam and Ratchet Bunny, I had no energy to party. I went home and KTFO. -JT (*Some people just can't handle Targa Trophy...* -SD).

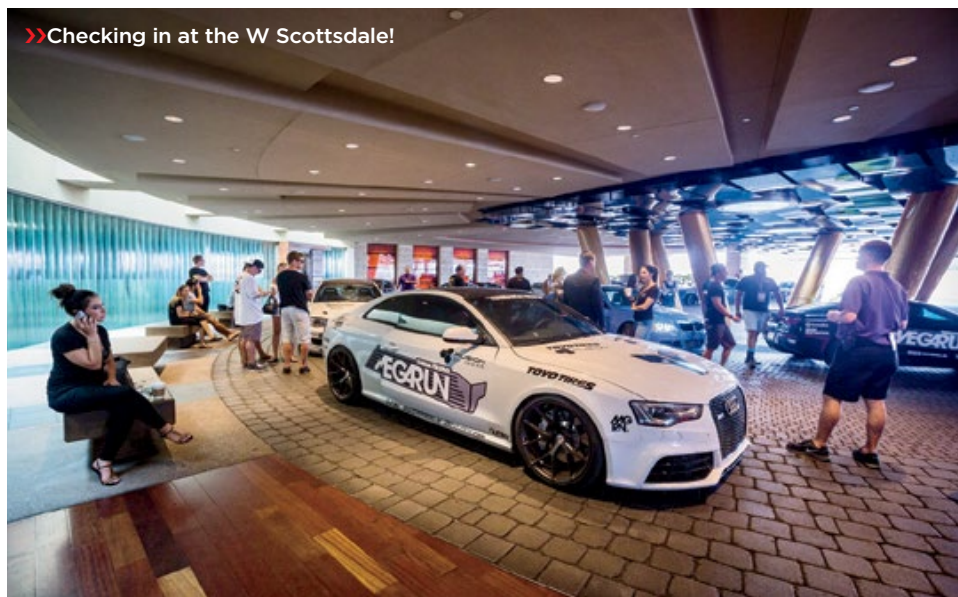
>>Targa is for the strong; however, Jofel's stomach wasn't strong enough when Sam drove for an hour in the Arizona canyons.



>>Before we set out each day, a meeting took place to go over the route and any precautions.

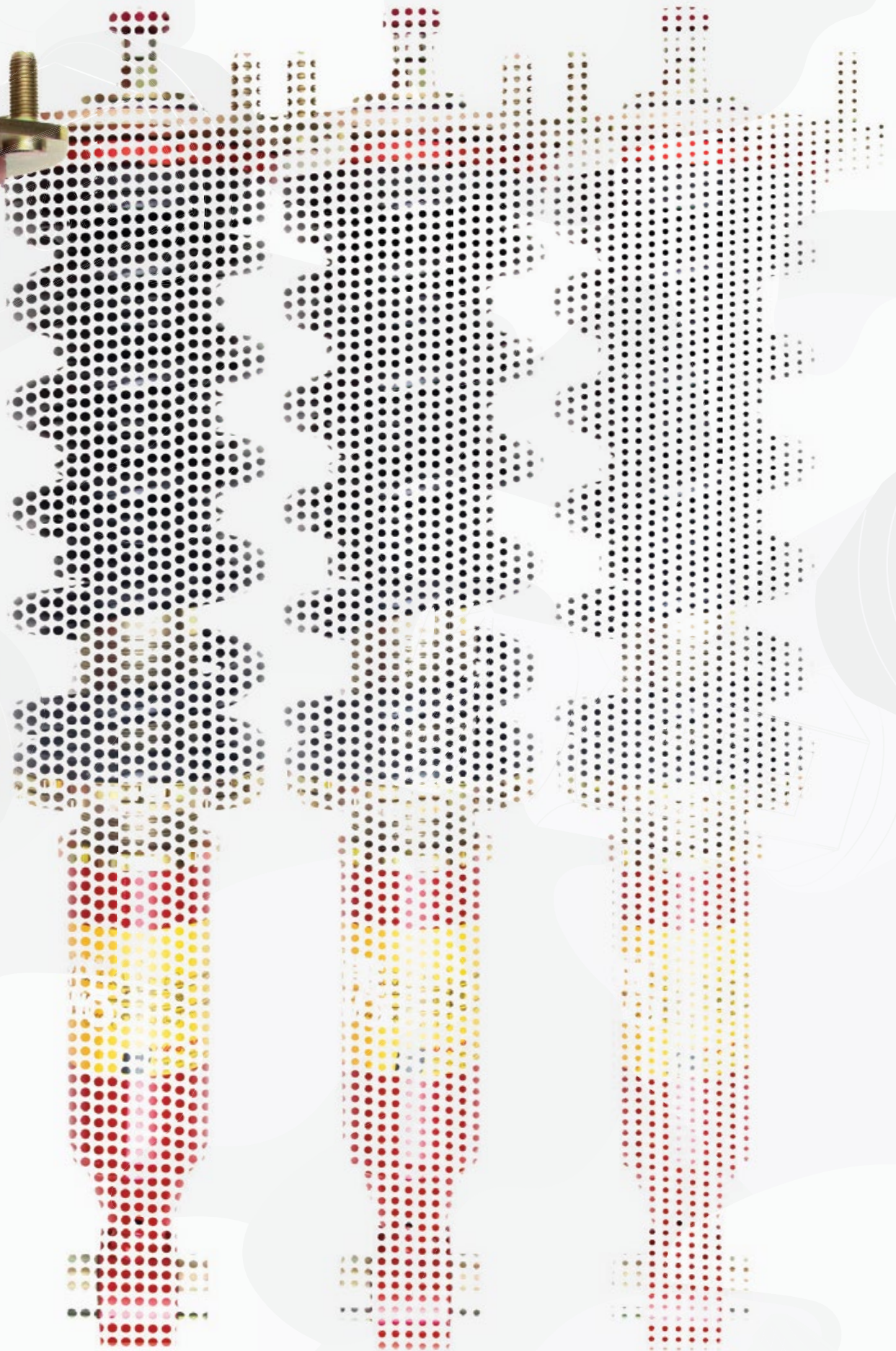


>>Nothing like a lunch stop in Kirkland, Arizona, aka middle of nowhere. This steakhouse was built in 1863. It's so desolate, there's no cell reception!



>>Checking in at the W Scottsdale!

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TEAM TOYO

"I have never been a part of a rally outside of spokesmodeling, so I was super excited when Toyo Tires gave me an opportunity to be a part of the MegaRun as a driver! I'm a huge adrenaline junkie and loved hauling through the desert! Targa Trophy did an amazing job putting together each day's route. I love taking corners at high speeds, so my favorite moments were when we would drive through the mountains. Our Toyo R888s were nice and sticky, so I could feel every single curve. Another huge plus, the car sounded really aggressive while we drove on straightaways—I felt like a total badass. I'm officially hooked and am currently shopping for a project car of my own to continue driving in all of Targa Trophy rallies this year!" —Janey



»Janey and Nateasha piloted this 530hp BMW 335i built by LTMW. The beast features upgraded turbos, KW coils, StopTech big brakes, and a WTCC-style body kit. Now imagine two of the hottest girls driving it!



»We had hoped to have more photos of our stay in Vegas, but we went a little too HAM... Here is just a quick snap of the group leaving the SLS before heading to Hollywood.



»For the second year in a row, Targa Trophy hosted its Burn Rubber after-party and award ceremony at the Roosevelt. The parking lot was nothing short of awesome with Bernardo Peña and Bulletproof Automotive's GT-Rs, along with Bulletproof's authentic Skyline GT-R.



»When the company pays the gas bill, 101 octane, why not?!



»One of the final checkpoints at Alien Beef Jerky in Baker, California. Yay!

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MOVIN' ON UP



FROM MINI-TRUCKS TO THE TRACK, LLOYD MORALES FINISHES HIS NISSAN S14

WORDS **Aaron Bonk** PHOTOS **Patrick Lauder**

What cars we tend to love today are almost always influenced by that first car... Young hooligans who drive their dads' Mustangs typically go on to become older hooligans who drive their own 'Stangs. Generations of Civic and Integra fans endure because of '80s mothers who shuttled their kids to elementary school in four-door Accords. For Lloyd Morales, it was Nissan's Hardbody pickup that did it for him.

By '96, Morales was consumed by the mini-truck movement—a movement that, by all accounts, set the stage for today's sport compact performance racket. And his Hardbody ticked all the boxes: slammed to the dirt, seats yanked from an Acura, two-tone pleather upholstery inside, and a Toyota front bumper swap. It was everything he wanted, except for being fast. Mini-trucks are funny that way, which is exactly what led to Morales' interest in the then-brand-new Integra Type R. He tells

of how many of his friends owned Hondas at the time, which lent itself to the Type R's allure. But for everything that made the Type R great, for Morales, its front-wheel drivetrain overshadowed it. "I knew I needed something [with an] FR layout so I looked at the 240SX and fell in love," he says. "I've always loved how a rear-wheel-drive [car] feels being able to do donuts."

By '99, the Hardbody was history and Morales was taken up with the S14 and had already performed the requisite Japanese small car mods of the turn of this century—lowering springs, a carbon-fiber hood, and an exhaust. It blended well into Northern California's auto-modifying landscape where the community was dwarfed only by its southern counterpart. But he wanted more... And more almost always has to do with all sorts of expensive things like turbochargers and engine swaps, which led Morales to Japanese firm Signal Auto's Torrance, California, workshop, where the experts fitted the 240 with its rightful SR20DET powerplant. "I was so grateful to have a Japanese-based shop work on my car," Morales says of his experience with the firm, which has since closed its U.S. location. Influences like these culminated from the newly



developing world of drifting. “I wanted it to look just like the cars in Japan,” he says.

Reworking the car’s exterior was an easier, more obvious decision to make that, like any good body shop tale, starts with a whole lot of rain and ends with a core support teetering on top of a curb. “It was raining out, and I decided to do some drifting,” Morales admits. The drift-car tenderfoot walked away without a scratch, but the 19-inch rims and Vertex aero pieces fared worse. Staring at the crushed-up front end, Morales was surprised to find out that the damage was mostly cosmetic and almost entirely agreeable. “I needed a new front end, so why not swap it to a Kouki front?” he justifies.

Meanwhile, as the car sat in the spray booth, Morales reevaluated everything he wanted from the S14, including the possibility of ditching it altogether. “I decided to build it for the track,” he says, now realizing that drifting on the streets will never make as much sense as relegating all of that recklessness to the track, and that, after all this time, selling it off wouldn’t do him any good. But it still needed to look good, which means Vertex aero was once again sourced, a Voltex wing was bolted into place, and a color change was made. Morales fooled around at a couple of shows after the body was



completed but knew there was more to life than sitting in a yard chair next to a semi-race-prepared 240 in a strip mall parking lot for an afternoon. "I knew it needed a change," he says of the race-car-only attitude the S14 would soon embrace, "so I decided to tear it apart and make it a track car."

It turns out that making it a track car meant more than just tearing things out. A 12-point rollcage was fitted into place along with larger brakes from Project Mu, Recaro buckets, and Zeal coilovers. Even the engine was updated. Here, Morales commissioned a new top-mount exhaust manifold for the larger-frame Garrett turbo, and bigger, more streamlined piping was fabricated for the Blitz intercooler. Inside, the bottom end remains mostly stock but the top has been updated with cams and valvetrain from Tomei. Fuel



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DRIVETRAIN Exedy Hyper single clutch; Peak Performance transmission mount

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THANKS YOU my brother Lyle, who passed away; my sponsors; Dat Nguyen of Vertex USA/Speed Alliance; Tony Mach of TNT Autobody; David Huang of Imperial Works; Philip Yeung of Spoolin Performance; Lawrence Shipman; my Endless Projects family

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>>Lloyd had famed Japanese tuner Signal Auto swap the SR20DET just before the company closed its U.S. headquarters.



>>A quick-spooling Garrett GTX3076R will help this S14 around the track quickly. Under max boost, expect this SR to make well over 500 whp!

shortages aren't an issue, and that's mostly because of the 248-lph pump and 850cc injectors that are controlled by A'PEXi's Power FC engine management system. Speaking of fuel and ignition maps: Proper tuning is scheduled for just days from our photo shoot and is expected to result in upward of 500 whp—not bad at all for a full track car.

After almost two decades, Morales has come a long way from his mini-truckin' days. It's taken him 15 years to build the fast Nissan he's always wanted, and his mission hasn't wavered much. "I want to do some time attack with it and local track days," he reiterates about what this build's purpose is. "It hasn't been tracked yet," he admits, but he assures us that day is coming soon. 



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SS CALENDAR LAUNCH EVENT AND CAR MEET

If you picked up our March issue, then you received a nice surprise bound inside the magazine—our '15 calendar featuring the new Toyo girls! We were excited to announce the new Toyo girls via our calendar, and since the magazine came out right after the New Year, it was only fitting to get a bunch of enthusiasts together and celebrate with a free car meet. Our event was held at Boden Autohaus in Orange County, California, where hundreds of modified cars rolled out to. And to our surprise, it wasn't just Japanese car enthusiasts, but plenty of Euros, some domestics, and even bikes showed up for the impromptu get-together. As a gift to our readers, we had extra calendars to give away, plus all four Toyo girls signing autographs. We definitely hope to host more meets like this—and be sure to say what's up to your favorite Toyo girl the next time they're in your hometown!

MISS SUPER STREET 2015 IS CROWNED

From 16 of our top models of '14 to one, we finally have a new Miss Super Street. Utilizing our Facebook pages, we put our models head to head against each other and let you decide who would be our queen. It came down to the final hour, but we'd like to congratulate Erica Nagashima! She was originally featured in our December '14 issue, and we'll have more of her this year. Fingers crossed, we hope to bring her to events with us through the year!



VTEC + TURBO!

Before the year is over, Honda will begin manufacturing VTEC turbo motors, including the 2.0-liter mill that will sit in the next Civic Type R (CTR). Production of the new boosted motivators

will begin later this year at Honda's Ohio plant, the largest automobile engine plant in the automaker's global production network. It's investing \$340 million in the facility to produce VTEC turbo four-cylinder engines using domestic and globally sourced parts, which includes the addition of a third assembly line. So the puzzle of what the next CTR will offer is one piece closer to being complete. We know the 2.0L VTEC turbo inline-4 will spin to at least 7,000rpm and make around 275 horsepower. We know the FWD hatchback will sport adaptive suspension and some minor aero. And we know a production version of the car will likely be introduced this year - although ironically it may not be sold in the U.S. even though the motor is built here. The only things missing are exact dates when everyone can get their eyes and hands on the new machine. Standby!



'F' ME! LEXUS UNVEILS THE GS F



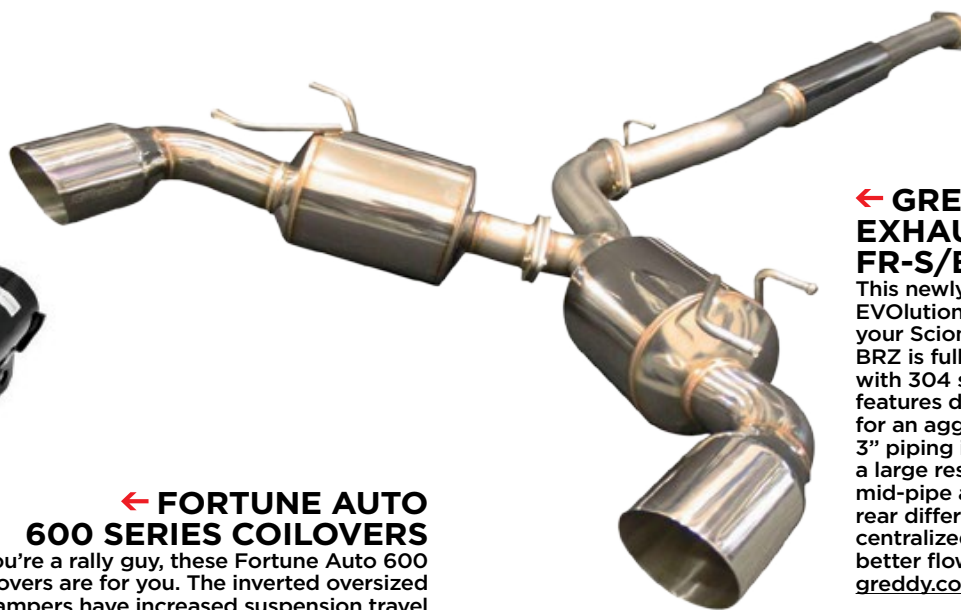
First, Lexus got our hearts pumping with its IS F debuted at the North American International Auto Show in '07. Fast-forward to the '14 show in Detroit and the two-door RC F broke ground. Now, just one year later, Lexus dropped another hit with its latest GS F. For decades, the GS has typically been associated with being an old man's car in the States. For some, people saw the beauty of them and created elegant VIP-styled masterpieces. The new GS F is here to change any stereotypes you might have about the luxury sedan. It'll come with the same 467hp 5.0L V-8 out of the RC F, a big improvement from the standard GS which only comes with 306hp currently. The new GS F will also feature a Sport S+ mode option that lets the car shine on the track with the a torque-vectoring differential to improve cornering among other performance enhancements. Yes, you read that right, a GS sedan that Lexus encourages you to take out on the track! The car will also sit lower than the standard GS, rock 19" forged wheels and also flaunt a carbon-fiber spoiler. Volume is expected to be limited to only 1,600 cars its first year. But if you're looking for the right balance of fun without losing the creature comforts of a luxury sedan, the GS F might be for you!

■ NEW PRODUCTS



← FORTUNE AUTO 600 SERIES COILOVERS

If you're a rally guy, these Fortune Auto 600 coilovers are for you. The inverted oversized 60mm dampers have increased suspension travel and are specifically valved for rally racing. Using Swift Springs, they're simply the perfect solution for racers that like to get down 'n' dirty. \$2,299, fortune-auto.com



← GREDDY EXHAUST FOR FR-S/BRZ

This newly designed EVolution GT exhaust for your Scion FR-S or Subaru BRZ is fully hand-welded with 304 stainless steel and features dual angle mufflers for an aggressive look. The 3" piping is routed through a large resonator in the mid-pipe and around the rear differential to a more centralized Y-section for better flow. \$875, greddy.com

→ CENTERFORCE STAGE 1 CLUTCH FOR NISSAN/INFINITI

Centerforce's stage 1 clutch is a high-quality, entry-level performance clutch perfect for drivers with mild power increases. Drivers will experience light pedal effort with smooth engagement, similar to an OE clutch but with increased clamping force. The flywheel has a segmented carbon composite face to maximize grip. centerforce.com



↗ TRAKLITE'S NEW GOLD FINISH

TRAKLite has been around for six years and the company is continuing to offer some sexy race-inspired wheels at affordable prices. It's also big on style, hence this new gold finish on its Drum and Turbulence wheels. The finish is called JDM ORO, and TRAKLite uses physical vapor deposition (PVD) to create this brilliant golden finish that will never lose its shine. traklitewheels.com

↙ DC SPORTS HEADER FOR FR-S/BRZ

If you're a Scion FR-S or Subaru BRZ owner and looking for an easy gain of 10 hp and 7 lb-ft of torque, DC Sports has the answer with its new header. Constructed of 100 percent polished T304 stainless steel, this header will lower backpressure by eliminating the catalytic converter, allowing the engine to breathe easier. \$725, dcsports.com



↘ BOOMBA RACING SHORT-THROW SHIFT LEVER

Toss the factory shift lever out the window and replace it with Boomba Racing's short shifter kit. The new lever designed for the '14 Ford Fiesta ST features three selectable positions, a stock length as well as 10 percent to 25 percent reductions. \$235, boombaracing.com



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OUR FAVORITE CASES FOR YOUR IPHONE 6 AND 6 PLUS

WORDS & PHOTOS John Pangilinan

Whether you use your iPhone for texting, Instagramming, or on Tinder (*I plead the fifth. —SD*), these cases will not only protect your valuable device, but also help you look good while shooting your next selfie. Here are the latest and greatest iPhone 6 and iPhone 6 Plus case offerings that offer function and style. 



- >>>1. Bellroy Elements Pocket iPhone 6, \$99.95 bellroy.com
- >>>2. Hard Graft Wild iPhone 6, \$129.00 hardgraft.com
- >>>3. Hex Solo Wallet iPhone 6, \$39.95 shophex.com
- >>>4. Incipio Highland iPhone 6, \$39.99 incipio.com
- >>>5. Incipio Octane iPhone 6, \$24.99 incipio.com
- >>>6. Incipio Rival iPhone 6, \$29.99 incipio.com
- >>>7. Lifeproof fré iPhone 6, \$79.99 lifeproof.com
- >>>8. Lunatik Flak iPhone 6 and 6 Plus, \$34.95 lunatik.com
- >>>9. Lunatik Seismik iPhone 6, \$34.95 lunatik.com
- >>>10. Pelican ProGear Protector iPhone 6, \$40 pelican.com
- >>>11. Pelican ProGear Voyager iPhone 6 Plus, \$60 pelican.com
- >>>12. Recover Bamboo Pendleton iPhone 6, \$40 getrecover.com
- >>>13. Recover Zebrawood iPhone 6 Plus, \$50 getrecover.com
- >>>14. Rokform Crystal V3 iPhone 6 Plus, \$49 rokform.com
- >>>15. Rokform Rokbed Fuzion iPhone 6, \$79 rokform.com
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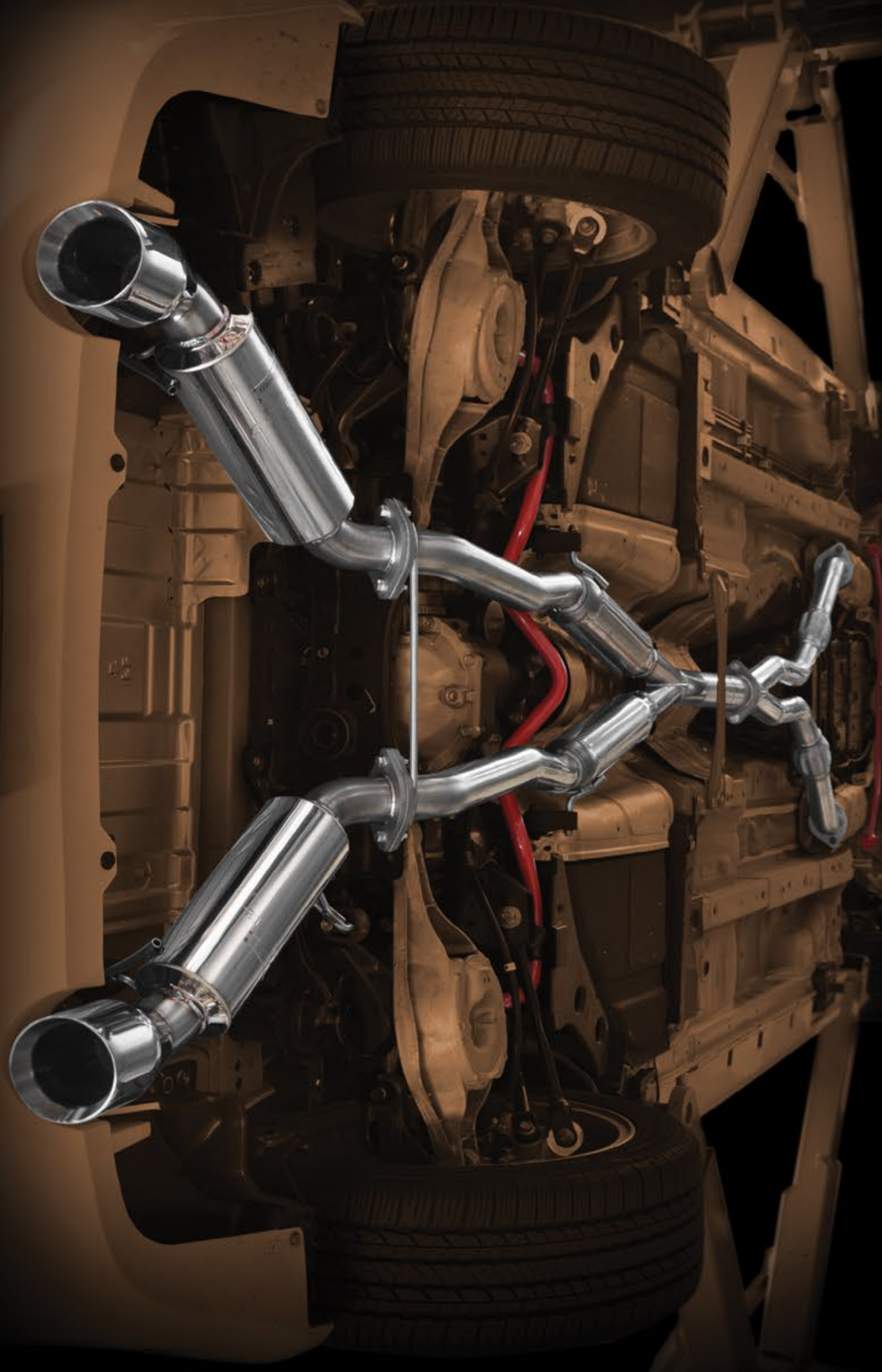
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BORN IN FRANCE, **YVONNE VAN** IS NOW READY TO TAKE ON AMERICA!

WORDS & PHOTOS Jofel Tolosa

Yvonne Van originally came from Nantes, France, but is now living large in Houston, Texas. She's half French, a quarter Indonesian, and a quarter Dutch—basically that all equates to one hot girl! She's got a mad cute accent, and if you think she's wearing colored contacts... think again! Her blue eyes are all natural, among other things. She's still starting out in her modeling career, but we're sure to see her pop up at more shows across the country this year.

What do you do for a living?

I'm currently a student at the University of Houston and I model in my free time. I am majoring in chemistry and hoping to become a physician's assistant.

Biggest turn-ons?

Intelligence, awesome hair, good sense of humor, and great listening skills; also somewhat romantic, but I don't need the whole nine yards. Just get me flowers every now and then.

Craziest place you've hooked up?

A Las Vegas public Jacuzzi while people were across from us. Trying to stay quiet was really hard!

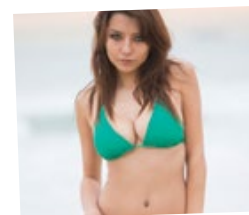
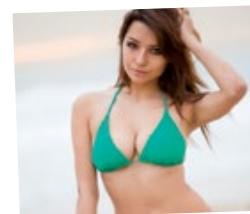
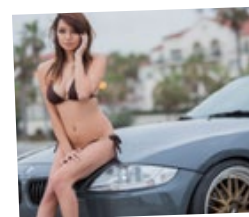
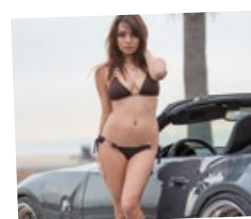
Do you have any guilty pleasures?

I love eating mint chocolate chip ice cream on my cheat days. I also love to wake up late and watch tons of Netflix!

Finally, tell us one of your biggest achievements.

First place karate champion in district in my younger years. I almost lost to the last girl, but I prevailed! 🥋

Check out superstreetonline.com for more photos.



YVONNE VAN

Birthday September 11
Hometown Houston, TX
Instagram @yvancae

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IS IT TURBO TIME?

BITCH, YOU GUESSED IT, HWAHA!

WORDS & PHOTOS Mike Sabouchi

If you've picked up the November or December issue, you may have noticed we've been making some progress on our '98 Subaru Legacy GT Wagon. Now that we have the JDM 2.0L turbo motor successfully transplanted and the chassis components installed, it's time to take things to the next level and install some serious parts.

We weren't going to be happy with the 190 hp that the '05 JDM motor made out of the box, so we turned to our good friends at Garrett and TurboSmart USA to help us breathe a little more power into Project Legacy.



>>First, new up- and downpipes had to be made. We turned to the masterful hands of Ubersport Performance to fabricate one from scratch, and it turned out beautiful. (Note: We went with V-band clamps on all piping. Not only will it ensure a proper fitment, but it will allow us to upgrade our components at anytime if need be.)

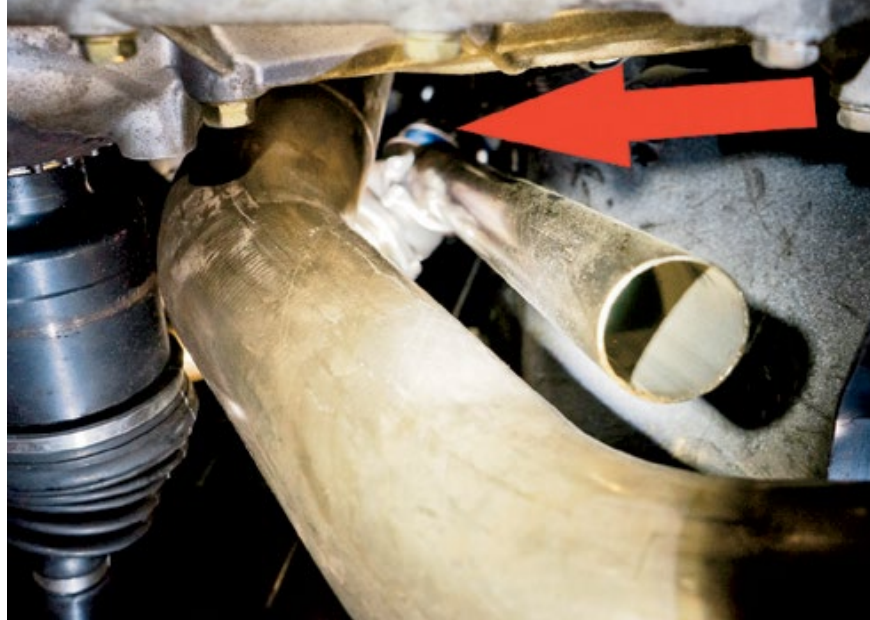


>>As you can see from the double openings at the top of the up-pipe, we are going for an external wastegate setup. Without gettin' too technical, the main reason is simple:

1. We don't have to worry about plumbing a wastegate through our exhaust.
2. We want to shoot flames out of the wastegate as this death wagon comes screaming down the track under full boost!



>>That being said, we couldn't have been happier that we choose to go with Turbosmart on our wastegate/blow-off valve setup. Not only do both components come with all the parts needed to properly weld and install to any setup, but Turbosmart is a local company here in SoCal—if we ever needed to rebuild components, it would just be a quick ride up the freeway to get all the parts we needed.



>>We really wanted to route the piping for our external wastegate out the hood or out of the fender, but we knew that could lead to issues down the line if it were to rain. The safest place to route our wastegate piping was alongside our downpipe.



>>After all of our wastegate and up-pipe components were finished; it was time to wrap our DC Sports headers and move on to the intercooler piping and blow off valve.



>>We chose to wrap our headers for two reasons:
 1. It keeps hot exhaust gases inside the exhaust chambers, which will help spool up the turbo faster.
 2. It keeps underhood temps much cooler. (Note: Look how close the headers are to the oil pan. We don't want to risk overheating our oil, especially on a track day.)



>> Before any cutting or welding took place, we mocked up our front-mount intercooler in place just to see where all the piping would go. And look at the size of that core! It almost makes us want to run the car with no bumper and go full-blown Mad Max style!

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»After we took measurements and got all the pieces mocked up, it was time to build some brackets and secure everything in place. Kelly of Ubersport went to work welding and fabricating, which gave time for us to focus on other things.



»One of the most overlooked areas in every engine swap has to be the wiring. There are too few people who actually know what they are doing that it is becoming more and more difficult to find a good “wiring guy” these days. Since we were going outside of the mold a bit and throwing an '05 JDM Legacy 2.0 GT drivetrain into an older model, we had to bring in the big guns for this job. Our friend Kevin Wentzel from Garage Tuning came to our rescue.

The key with any wiring project is to get the ECU pinouts and diagrams from the manufacturer so you can either merge or create a new harness from the factory ECU pin locations. Unfortunately, our motor isn't a commonly used swap, so finding the exact pin locations and wiring information was a major hassle. Eventually, a phone call to our friends at AVO Turbo World Japan got us all sorted out, and they faxed us over the information we needed. Two major elements we wanted to retain for this build was the drive-by-wire manifold on the new motor and the engine's AVCS (Variable Valve Timing). Since the '98 Legacy never came with these features, merging the two harnesses wasn't a walk in the park and required some extra parts.



»Luckily for us, Garage Tuning has been building Subarus for quite some time and had the treasure chest of extra wiring harnesses and parts stowed away. Once we found all the parts needed to complete the wiring, it was time for Kevin to start making sense of it all.



»While Kevin was sorting out the wiring, we checked back in with Kelly and he had the majority of the intercooler piping welded up, plus the new turbo setup assembled. Just look at those welds on the blow-off valve section! We decided to go with Turbosmart's “Race Port” valve. Aside from its construction quality being second to none, we really liked how easy it was to change or add different valve springs so we could adjust its sensitivity accordingly, plus it just looks damn cool.



»All this fabrication work would mean nothing if we didn't choose the right turbo for our build. Since our goal was around the 300-whp range, we ended up going with a Garrett GTX2863R turbo.



»The key with this turbo size is that we're looking for 300 *usable* horsepower—not just one big number at the end of the rpm curve. That's where the GTX comes in. Its new 11-blade billet compressor wheel will spool up faster than previous-gen turbos, and it also has the ability to produce up to 450 hp if we ever needed it. And since we planned on keeping the internals of the motor untouched, we wanted to keep the build as balanced as possible. Yes, we could've slapped on a much larger turbo and went for the “wow” factor on the dyno, but that's not the point. We want this wagon to go fast, but we also want it to last!



>>While all the piping and wiring was getting dialed in, it was time to tackle cooling. Let's rewind back to the reason why we got into this swap in the first place was because of a blown head gasket on the original motor. The head gasket was so blown and the motor got so hot, that it caught on fire!




>>We weren't going to make the same mistake twice so to ensure proper cooling, Koyo provided us with an extra large radiator intended for a '05 STi.



>>This bad boy is massive and will have the capacity to keep water temps at a respectable level in any condition whether daily driving or abused on the track. Not only does Koyo do a fantastic job with the cooling performance of its products, but also the quality of construction is top notch. Just look at those welds! This is the kind of stuff that gives us confidence when pushing a car to its limits.



>>Now that the engine and all of its go-fast bits have been sorted out, it's time to prep the car for track time! Stay tuned, because we got some big plans that involve a major makeover. We'll give you a hint...things are about to get a whole lot wider! 



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WORDS **Rodrez** PHOTOS **Patrick Lauder**

For every one-off, completely custom, and masterfully fabricated build shoved down your throat via social media, there are a number of quiet projects that slip right under the radar. Their owners don't attend shows or meets, they don't have a 100-plus-page build thread on your favorite forum, nor do they feed off of "likes and shares" for motivation.

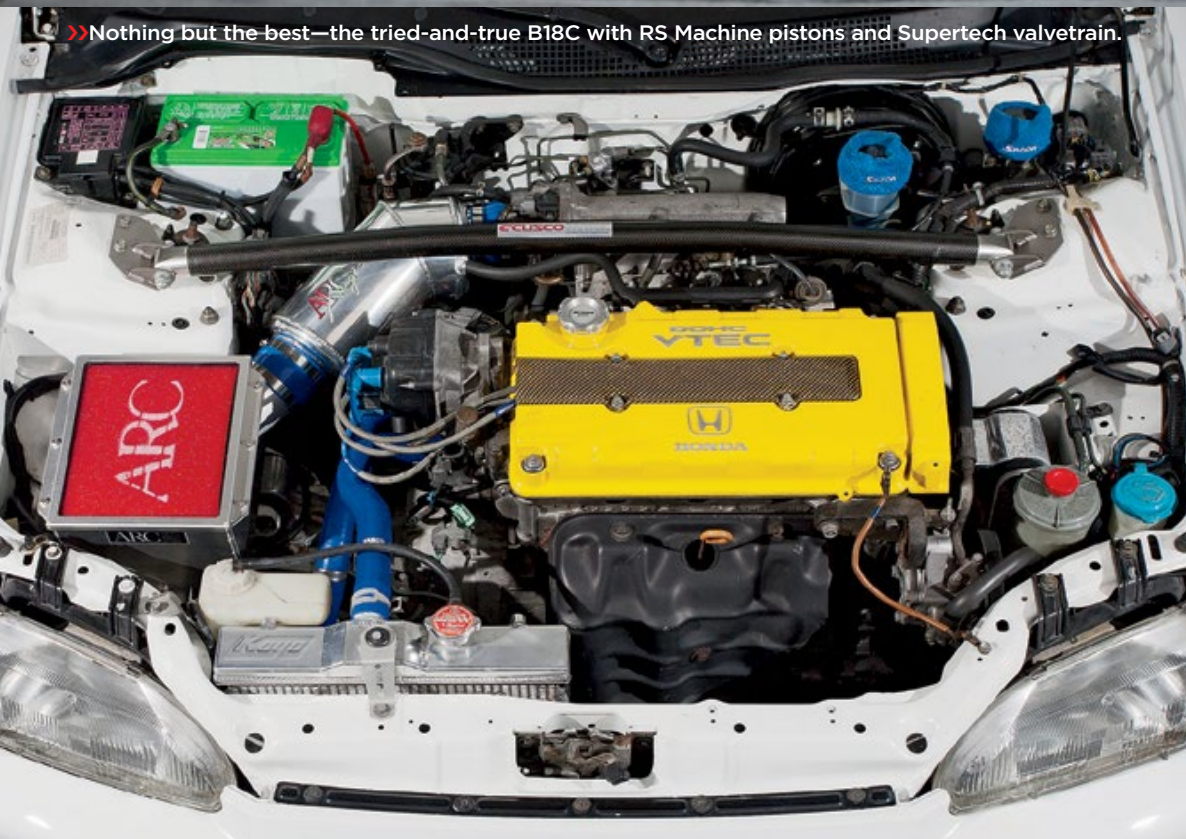
Joey Kwan, owner of this '93 EH3, is one of those individuals who chose to lay low and build his Civic simply for the love of tinkering with the '90s icon. He adds, "Ever since I was 16, I've loved EG hatchbacks. In high school, that's all I ever wanted. Now 34, I still have the same passion for the small car." That's not to say that Joey didn't spend a number of years testing the Honda waters. His résumé runs deep with more than 30 models and includes a pair of NSXs, three S2000s, an ITR, and a few EKs. And though he's modified them all, it's the S2000 chassis and his "itS2Krazy" screen name that he became known for. "I've been servicing S2000s since '02. I spend a lot of my free time helping S2Ki owners in the Bay Area with building or repairing their cars.







>> Jungle gym courtesy of a Next Miracle cross bar and color-matched Auto Power rollbar.



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TUNING MENU '93 HONDA CIVIC SI

OWNER JOEY KWAN

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OCCUPATION STORMTROOPER

ENGINE JDM ITR B18C engine swap rebuilt by Bill Wallace Performance Engines; RS Machine 81.5 ITR piston set; CTR cams; Supertech valvesprings, retainers, and nitride-coated flat valves; ARC intake; Spoon Sports "street" muffler and cat-jack, valve cover, oil cap, and spark plug wires; Koyo aluminum radiator; Samco hoses

DRIVETRAIN JDM ITR transmission; 4.78 final drive; Exedy stage 1 clutch and flywheel

FOOTWORK & CHASSIS Spoon Sports coilovers; Auto Power rollbar; Next Miracle X-bar; Cusco carbon-fiber front shock tower bar; '98 ITR front and rear sway bars

BRAKES GS-R front brakes; ITR 1" master cylinder; Earl's stainless brake lines

WHEELS & TIRES 16x7" +43 Volk Racing TE37 wheels; 215/45R16 Falken Azenis RT-615K

EXTERIOR Spoon Sports rear wing and front lip; Vision side mirrors; JDM taillights; flat side moldings and front fenders

INTERIOR MOMO Monte Carlo steering wheel; Works Bell quick-release hub; Recaro RSG seats; Spoon Sports shift knob; SiR cluster; 5.5" Gathers TV

THANKS YOU Phillip Trinh for helping me source a lot of parts; my family and Celina Chu; Jimmy Uy; Dave Chan; Ben Kong; Patrick Lauder; Westborough Arco



USE THE FORCE

So what's a guy to do once he's owned and modded all of his favorite Hondas, including the illustrious NSX and the little hatchback that he's been smitten with since high school? For Joey, it was time for something outside of cars. He explains, "I've always loved cars—Hondas to be exact, but it became such an expensive hobby. With a Grand Prix NSX and this Civic, I wanted to find a cheaper hobby. I've always loved *Star Wars*, and a friend sparked my interest in costuming." Now, before you make assumptions based on racy HBO documentaries about adults donning costumes, think again. Joey proudly joined the ranks of the 501st, a worldwide outfit dedicated to sharing a common interest as well as fundraising, charity work, and volunteerism. "The cheaper hobby actually became another expensive one as I built my own Stormtrooper armor and joined the 501st.com. What I love is that it gives back so much to the kids in the form of happiness or raising money for them."



But back to this hatch... A quick scan of Joey Kwan's tech sheet might have you scratching your head. There's no mention of a K-swap, no sign of forced induction, and no complex algorithm resulting in extreme camber settings. What you will find is the tried-and-true, legendary B18C with RS Machine pistons and Supertech valvetrain to complement the CTR cams. Some of the parts used for the build, like the Spoon cat-jack for example, sat for years collecting dust at Joey's shop—an Arco Gas Station in South San Francisco that's been in his family for more than 25 years. And while the B-series won't hammer out the peak numbers you might be accustomed to seeing from more recent Honda mills, the high-revving combination is no doubt smile inducing when combined with the lightweight fifth-gen chassis.

To match the performance of the B18C swap, the 22-year-old suspension was trashed and replaced with Spoon Sports coilovers and '98-spec Integra Type R antiroll bars. GS-R front brakes and a Type R master cylinder replace the anemic factory stoppers, and the original 15-inch hubcaps and rubber were swapped for 16-inch Volk TE37s on Falken tires.

Continuing the Spoon Sports theme, a company that Joey has looked up to as both a fan and an avid collector, the exterior of the Si was fitted with a Spoon carbon-fiber front lip and rear wing—both pieces that have been infamously replicated time and time again. Vision side mirrors and JDM side moldings round out an exterior that was purposely left as simple and timeless as possible.

As clean as it is, the car has never seen a car show or meet. In fact, those outside of the NorCal Honda collective never knew it existed—that's no accident. Joey closes with this, "It was like my own little gem. I was paranoid of it getting stolen, plus, I just wanted it to be my own special car." 📺



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WORDS & PHOTOS **Sam Du**

You won't run into a single person today who hasn't heard of Liberty Walk. But just a few years ago, it was a different story. Many enthusiasts in Japan have known the name through Liberty Walk's customization of Lamborghinis, Chrysler 300Cs, Dodge Challengers, and Suzukis. The company didn't reach global fame until the '12 SEMA show. Founder Wataru Kato enlisted the help of TRA Kyoto and Rauh-Welt Begriff to create what was the talk of the industry whether you were

a JDM, Euro, domestic, or truck enthusiast. Tucked away in the Toyo Tires booth was a Lamborghini Murcielago with its body chopped up to accommodate enormous bolt-on fender flares. The quarter-million-dollar sports car was slammed lower than most stanced Civics and wrapped in brushed metallic aluminum—as if it didn't stand out enough. The car graced our March '13 cover and also paved the way for many more flared high-dollar sports cars over the last few years. While these wild cars are undeniable

showstoppers, at last year's Tokyo Auto Salon, we discovered something slightly different from Kato-san—this GC111 Skyline.

When it comes to classic Japanese cars, the majority of enthusiasts keeps them very close to factory, but Kato-san's style and personality is about having fun, being loud, and standing out. His way of thinking and lifestyle were applied to Ferraris, Lambos, and BMWs—and ultimately how his recent Kenmeri project played out.

He teamed up with old-school specialists

back in
the day

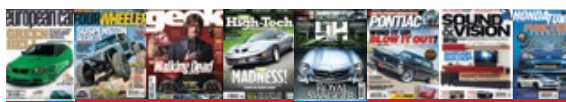


Mizuno Works –we’ve seen many awesome projects surface from their small shop located in the countryside of Japan. For Kato-san’s build, they started by stripping the entire car apart and painting the Skyline its pastel blue pearl color. From there, in true “works” style fashion, Mizuno Works supplied wide over-fenders that bolted directly to the body. Filling the arches, Kato-san opted to widen a set of 14” steelies. The fronts measure 10” wide while the rears are a whopping 13” wide! The Advan tires are perhaps the most insane part. The old race rubbers haven’t been manufactured in decades—you can notice the cracks on the rubber from their age and stretching. According to Kato-san, each tire is worth close to a \$1k each today!

To complete the low and aggressive look, chassis upgrades came next. The suspension uses a custom set of Mizuno short-stroke dampers matched with springs as stiff as concrete. The camber was adjusted as negative as possible to give just enough clearance. Having seen this car in person outside of LTMW for our photo shoot, it can barely handle mild dips in the road. It has the sort of low ride height even cars on air wish they could have!

With the perfect blue paint, pronounced fenders, and wide stance, the exterior is a thing of beauty... but it doesn’t end there! The rear has been completely smoothed and given the bumper-less look, while the trunk received a pronounced duckbill spoiler. Up front, you’ll notice a gutted front grille and slanted headlights—to the untrained eye you would think they’re crooked, but this is a style known as “yanki” that’s typical of some hard-core race builds in Japan, just like the external oil cooler.





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HOMETOWN NAGOYA, JAPAN

OCCUPATION LIBERTY WALK FOUNDER

ENGINE 3.1L L28 stroker built by Mizuno Works with 89.25mm AS Watanabe forged pistons; I-section connecting rods; balanced LD28 crankshaft; Kameari Engine Works 77° camshaft, 46mm oversized intake valves, 38mm oversized exhaust valves; ported and polished head and runners; 44mm Mikuni carburetors; Ultra MDI ignition, FireWire ignition leads, NGK spark plugs; custom headers and exhaust; bumper-mounted oil cooler

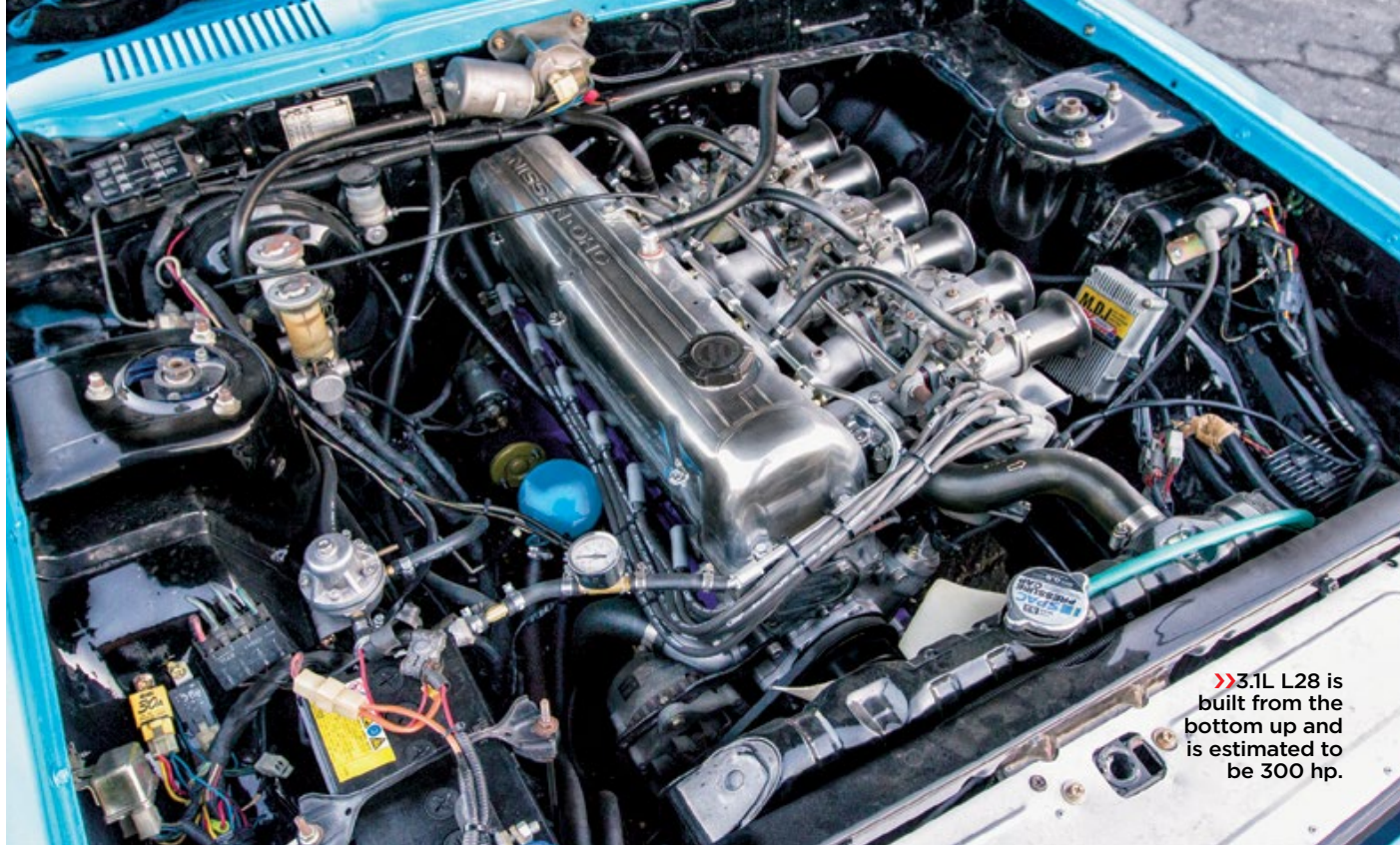
FOOTWORK & CHASSIS Mizuno Works custom suspension

WHEELS & TIRES 14x10" front, 14x13" rear widened steelies; 225/525R14 front, 245/525R14 rear Advan tires

EXTERIOR Mizuno Works over-fenders and rear spoiler; Bucktooth front lip spoiler; deleted grille; tilted yanki headlights; smoothed rear end; Cherry taillights; custom Ice-blue-pearl paint

INTERIOR stripped and repainted interior; Datsun Sports seats, Competition steering wheel; custom half rollcage, rear parcel shelf, dashboard, and dash panels; Kameari Engine Works pressure gauge; Omori gauges; Carrozzeria head unit and speakers

WWW libertywalk.co.jp; mizuno-works.com



>>3.1L L28 is built from the bottom up and is estimated to be 300 hp.



Of course, a gorgeous body is only half the battle. Kato-san and Mizuno Works had still yet to tackle underneath the hood. A stock GC111 two-door Skyline comes out of the box with an L20 straight-six. Its 128 hp is nothing to brag about in today's modern age, so Mizuno Works sourced an L28 and gave it all the tender love and care it needed. A fresh bottom end features a longer stroke LD28 crank, stronger rods, and forged AS Watanabe pistons. When all was said and done, Mizuno Works bumped up displacement to a true 3.1L with higher compression.


For the top end, they didn't half-ass it, either. The head was carefully ported and polished while a more aggressive cam was installed along with oversized valves from Kameari Engine Works. Mikuni 44mm carbs matched to velocity stacks allow for better airflow, resulting in more power and a wicked sound. Kato-san has

yet to put the Skyline on the dyno, but Mizuno Works estimates the motor to be around 300 hp—not bad considering the car used to have 128 hp originally!


Continuing the aggressive Japanese street car feel is the interior. The car is already light to begin with and double the power—now imagine the interior with next to nothing! It's been stripped and left with only a pair of period-correct Datsun Sport seats, competition steering wheel, Omori gauges, half-'cage, and aluminum covers.

When Kato-san set out to build this Kenmeri, he didn't care about pleasing the old-school purists or the dedicated race guys. Even in Japan, most enthusiasts don't get him. But he's doing what he loves and sharing with the world his wild style that has been translated to beautiful showstoppers such as his widebody Ferraris and Lamborghinis, and now his personal Kenmeri Skyline. 🇯🇵


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REMEMBERING PAUL WALKER

September 12, 1973 – November 30, 2013

Paul Walker was born in Glendale, California, and started his acting career at a young age, even starring in a Pampers diapers commercial. During college, he majored in marine biology, but his direction changed after landing more roles in television and movies. Popular shows included *Charles in Charge*, *The Young and the Restless*, *Touched by an Angel*, and *Expedition Great White*, which is now called *Shark Men*. As far as movies go, he's starred in *She's All That*, *Into the Blue*, and *Eight Below*, but the most relevant to us would be his leading role in the *Fast and the Furious* franchise as Brian O'Conner.

Paul was more than just an actor and celebrity. He was a car guy like us, co-founding a shop called Always Evolving and participating in numerous track events with his BMW E92 M3. His car collection was impressive as well, which included everything from Fords to an R34 Skyline, S15 Silvia, and a Toyota Supra.

Paul's legacy continues through his movies and his nonprofit disaster relief organization Reach Out Worldwide. ROWW consists of a team of doctors, EMTs, paramedics, and search and rescue staff that provides quick help to communities in need affected by natural disasters such as Typhoon Haiyan.

Paul is remembered as a talented actor, loving father, and caring humanitarian. You will always be in our hearts.

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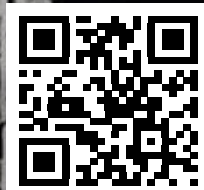
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